

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4961.

晚八十月八年一十三緒光

SATURDAY, SEPTEMBER 16, 1905.

六拜禮

號六十月九年九英港香

350 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOSS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALINGER, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Tals 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.
Hongkong, 9th September, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,940,000

Head Office:—YOKOHAMA.
Branches and Agencies:
TOKIO, NEW YORK.
NAGASAKI, HONOLULU.
LYONS, SHANGHAI.
SAN FRANCISCO, NEWCHANG.
BOMBAY, MUKDEN.
TIENSIN, PORT ARTHUR.
PEKING, CHEFOO.
KOBE, DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per Cent.

On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "
T. P. COCHRANE,
Manager.
Hongkong, 11th September, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "
T. P. COCHRANE,
Manager.
Hongkong, 18th May, 1905.

INTERNATIONAL BANKING CORPORATION.
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,250,000
RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.
No. 9, Queen's Road Central.
Hongkong, 31st August, 1905.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.
No. 9, Queen's Road Central.
Hongkong, 31st August, 1905.

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Hongkong, 31st August, 1905.

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Manager.
No. 9, Queen's Road Central.
Hongkong, 31st August, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
SINGAPORE, COLOMBO and BOMBAY.....PEKIN.....About 16th September } Freight only.
(Calling at Penang if sufficient inducement offers) Lo Mac.....September }
SHANGHAI.....CHUSAN.....About 21st September } Freight and Passage.
H. W. Kenrick, R.N.R.....September }
LONDON, &c.....SINLA.....Sept. 23rd, Noon } See Special Advertisement.
C. D. Goldsmith, R.N.R.....

For Further Particulars, apply to
L. S. LEWIS, Acting Superintendent.
Hongkong, 16th September, 1905.

Intimations.

LANE, CRAWFORD & CO.

HAVE NOW REMOVED

TO THEIR

NEW STORE

IN

CHATER ROAD

AND

ICE HOUSE STREET

ENTRANCE IN

ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 4th September, 1905.

AQUARIUS

SPARKLING MINERAL TABLE WATER Qs., Pts., & Splits.

SILENT WATER Qs.

STONE GINGER BEER.

GINGERALE.

LEMONADE.

TONIC WATER.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by this means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th September, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 11th September, 1905.

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN- DOLINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—
"E,"
C/o Hongkong Telegraph.

Hongkong, 12th September, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

CHEONG LEE & CO.

FURNITURE DEALERS.

Temporary Store:
26, CONNAUGHT ROAD.

Hongkong, 11th September, 1905.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its Head Office, No. 1, Queen's Building, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 14th September, 1905.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ADVERTISEMENT.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a purely BRITISH INSURANCE COMPANY.

Head Office: London.
Established in London in 1861.
W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter,
Hongkong.

Hongkong, 30th August, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

Intimations.

If it's power
you want,

take
BOVRIL

BOVRIL

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use.
Destroys all smokes. Requires only one hand to hold.
Can be used by anyone, even lady. Weight only 18 lbs. when full.
or child. Maximum of simplicity and effect.

Minimum of Price, Weight and Size.
Hongkong, 10th May, 1905.

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN

RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

Telegraphic Address: CONNAUGHT HOTEL. Telephone, No. 170.

Address: 'CONNAUGHT' HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories.
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,
SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

Hongkong, 2nd July, 1905.

Hongkong, 2nd July, 1905.

Hongkong, 2nd July, 1905.

Hongkong, 2nd July, 1905.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Ohefu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Koshimoto, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Taubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahing, Kunchuk, Kan-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

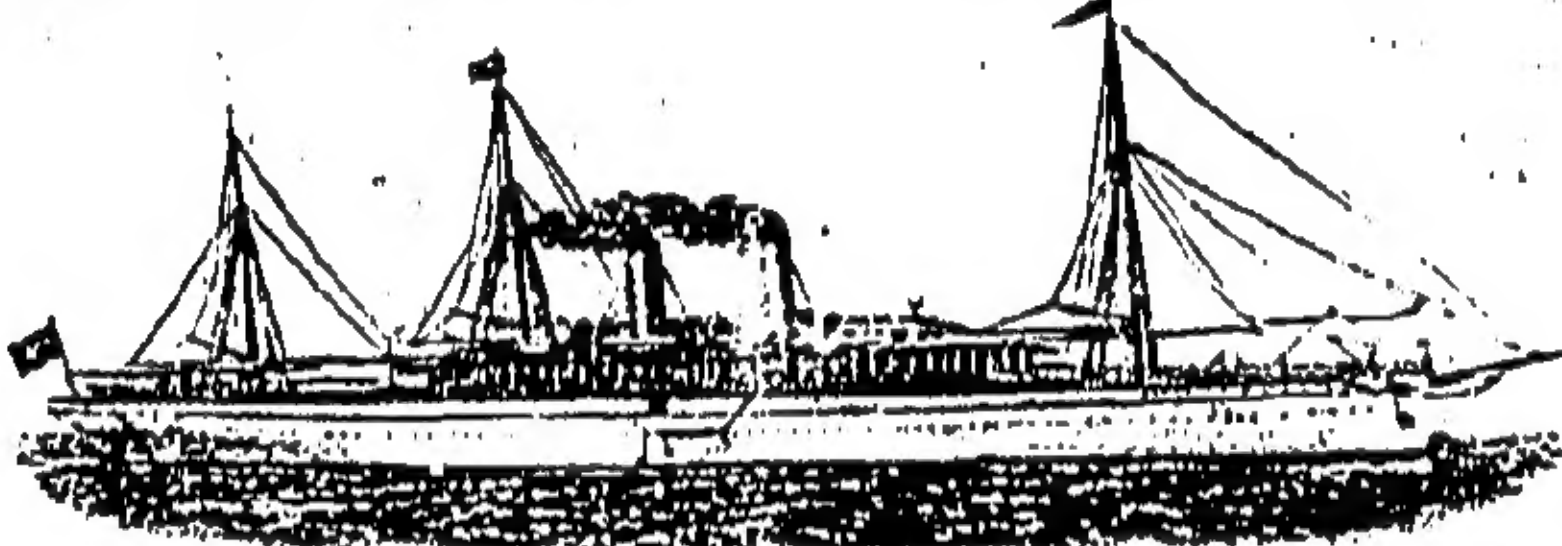
Fares:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE. VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF JAPAN"	6,000	H. Pybus, R.N.	WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	2,440	E. Robinson, R.N.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000	E. Beetham, R.N.	WEDNESDAY, 15th Nov.
"TARTAR"	4,425	W. Davison, R.N.	WEDNESDAY, 29th Nov.

Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate and 2nd Class.....£40. £42.
Steamers, and 1st Class Rail.....£40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
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R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 13th September, 1905. Corner Padder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA	HAVRE, BREMEN and HAMBURG.	22nd Sept.	Freight and Passengers.
V. Doehren	(Calling at S'PORE, PENANG & COLOMBO).		
SILESIA	HAVRE and HAMBURG.	4th October.	Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE, ANTWERP and HAMBURG.	10th October.	Freight.
Knaissel	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE and HAMBURG.	18th October.	Freight and Passengers.
Rorden	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAVRE and HAMBURG.	1st Nov.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE and HAMBURG.	15th Nov.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).		
VANDALIA	NEW YORK VIA SUEZ.	about	Freight.
Haase	with liberty to call at the Malabar coast.	5th October.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
Duly qualified Doctors are carried.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Onsen's Buildings.
Hongkong, 7th September, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 27th September.
BOYEN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ RECENT LUTPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISSNAU	WEDNESDAY, 17th January.
ROOM	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROON, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,762	WEDNESDAY, 20th September, 10 A.M.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,392	TUESDAY, 14th November.

ON WEDNESDAY, the 20th September, 1905, at 10 A.M., the Steamship WILLEHAD, Capt. Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 27th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 11th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to.

Hongkong, 15th September, 1905.

MELCHERS & CO.,
AGENTS.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."
SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been wrought in the treatment of medical science, and thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, spreading infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pain and swellings of the joints, and all those complaints which misery and despair are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, dilated and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty is perpetually ignoring because it is impotent to cure or even relieve.

THERAPION No. 4—A Sovereign Remedy for the most terrible of all diseases, syphilis, in all its forms, and the cure of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (a white letter on a red ground) and is sent by every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.A WONDERFUL DISCOVERY.
This is the age of science and of the scientific method, so to speak, is sanctioned by the scientific method, and the scientific method is the only method that can be relied upon for the cure of disease. The scientific method is the only method that can be relied upon for the cure of disease. The scientific method is the only method that can be relied upon for the cure of disease.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

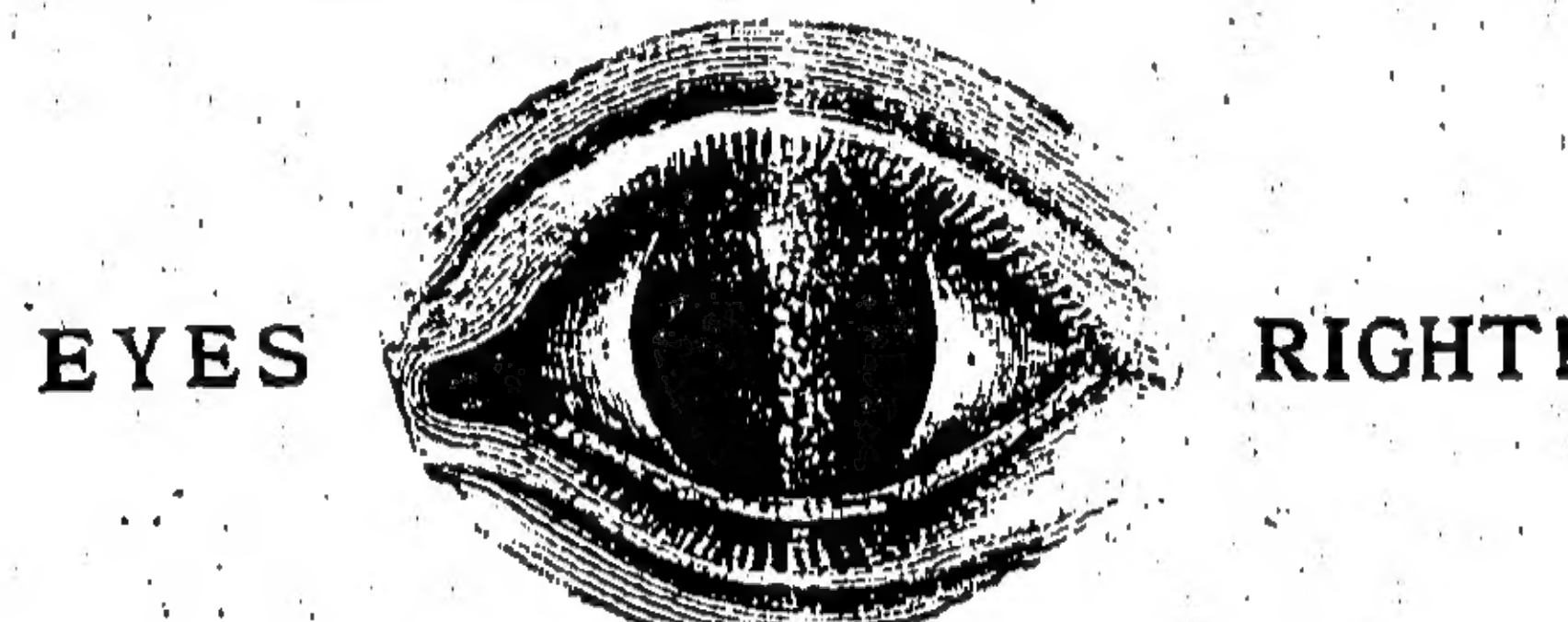
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES RIGHT!

N. LAZARUS, OPTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKER,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

Intimation.

WM. POWELL, LIMITED.

"ALEXANDRA
BUILDINGS"

Des Vaux Road.

NEW DRESS FABRICS

for
AUTUMN WEAR.

HIGH GRADE FOOTWEAR.

DAINTY LACE COLLARS, SCARVES and JABOTS.

HIGH CLASS MILLINERY

At
Moderate Prices.

FIRST-CLASS DRESS- MAKING

By
Experienced Fitters
from
LONDON & PARIS.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 13th September, 1905.

Intimations.

THE BRIGHT SIDE
of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION
have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh, — L. R. C. P., London, — Physician Woman's Hospital — Professor University of Bishop's College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

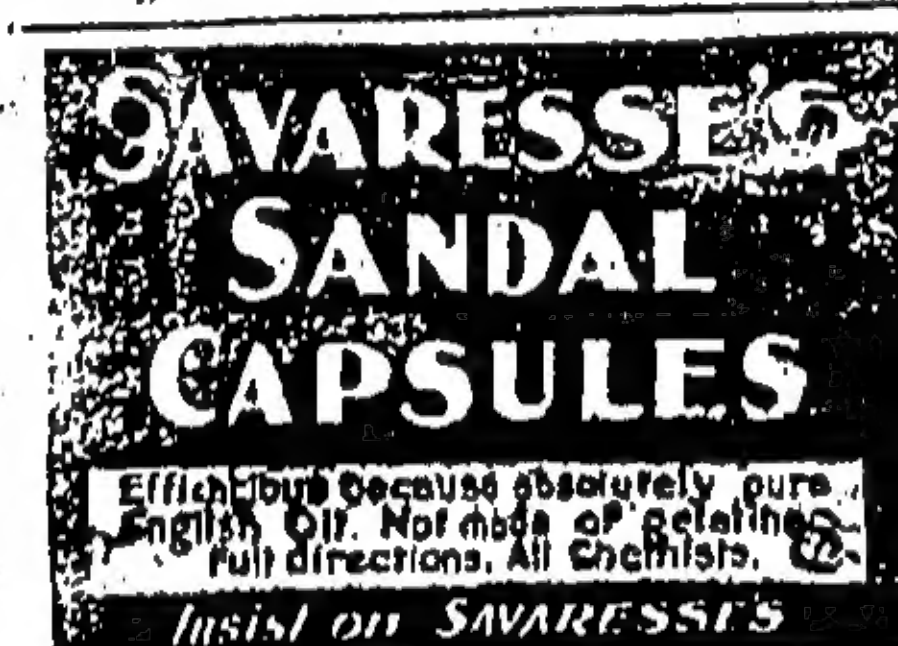
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.



AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

JUST LANDED.

STATIONERY! STATIONERY! STATIONERY!

FANCY BOXES OF NOTE PAPERS and ENVELOPES of the latest design.

AND ALSO—

A large variety of Ordinary Papers and Envelopes, now on show.

PRICE VERY MODERATE.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

No. 36 to 38, Elgin Road, Kowloon.

Hongkong, 29th August, 1905.

Sanitas
Unequaled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is a non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best all purpose known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safe and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

BEAUTIFUL HEADS.

IS THE MODERN WOMAN'S TOO LARGE?

A certain artist who, being wiser than his kind, has concealed his name says that he can no longer get suitable models for the female figure because all the women of to-day have heads too large for their bodies. He lives in hopes that the increasing popularity of athletics will develop the bodies till the old fashioned proportions admired by the sculptors of Greece should be restored. He believes that the overdevelopment of the feminine head is due to modern culture.

He is a brave man, indeed, who dares to accuse the women of to-day of having by reason of their learning developed too far in this respect. But his view of the entire matter is asked. The Greek woman's head was too small; that is the real state of the case. She was as a type ignorant, unlearned, untrained in the use of the brain. One small head could easily carry all she knew, with room to spare.

What this artist and the rest of his kind should do is to remodel their ideas about models. Let them stop worrying about the Greeks and carve it immortal marble the genius of American womanhood. There is nothing radically the matter with the woman of to-day.

"Feminine skulls are large," says Mrs. Little Devereux Blake, "because there must be more room for the improved size of the brains and the symmetry of the form is increased by development." How absurd would be the small cranium of the ancient Greek soldier on the massive form of a Scott or a Sherman, or the low forehead of the antique woman on a Stanton.

An expert, in giving his opinion, said:—"That Phidias, Michael Angelo and the other great sculptors of Greece and Rome sacrificed the size of the head to accentuate the proportions of the body I do not believe, or that women's heads were any smaller in the days the Venus de Medici was modelled, but I do think the sculptor intentionally made the head smaller than the beautiful curves and proportions of the body might stand out in greater contrast."

"The correct measurements to-day are as follows:—At birth the head measures about four times into the height, at the age of five years six times into the height, in an adult about seven and a half times into the height. In some cases a woman's head is larger than a man's. In modern sculpture the head, you will notice, is much larger and more in proportion to the entire body."

Another expert, a curator of a Museum of Art in the department of paintings, was considerably interested in the discussion as to the size of women's heads.

"The largest heads," he said, "do not necessarily denote the greatest amount of brains, either in man or woman. It is the quality, not the quantity, which counts. We often see enormous heads bending over a tailor's bench and small heads pleading before the Supreme Court judges."

"In the time of Phidias, Phryne was the model for all his Aphrodites and Athenas. She was considered the most beautiful woman in Greece. We do not learn that she was gifted with any great amount of intelligence, that her brain was any larger or weightier than the average Grecian woman of her day, but we do read much of her wonderful beauty, and perfection of form, and can see for ourselves in the statues to be found in all art galleries, originals and copies of the great master's work."

"The Venus de Medici, with her small head, is wholly unemotional. She is phenologically perfect, but she is just what she is represented as being, a woman of marble. The enlargement of the modern woman's head I should not consider a sign of greater intelligence, for this reason:—During the Renaissance period, following the early Roman and Greek, the women were magnificently educated and very intelligent, yet we see no increase in the size of the head. A woman's brains, that is a normal woman, are three ounces lighter than a man's. In the case of the man the large head was accompanied by a large body, but I reiterate my first statement, that it is quality and not quantity that counts."

It is not surprising, says another writer, to find the average woman's head of to-day developing in size and strength, hence it is not so much of a surprise to us to meet the woman whose head will measure twenty-two inches, the normal size of a man's head. In the modern man, as well as the model woman, the proportion of the head to the body is the same. Formerly the woman's head, from the opening of the ear to the occipital lobe, was longer.

This measurement does not necessarily imply that the characteristics of home making, mother love and all that go to make a woman womanly are shrinking, as some assert, but merely not being developed in proportion to those characteristics usually given to man they are at a standstill.

The coming man and the coming woman are developing in common. The crown of the head, self-culture and independence, the force, head, casualty, which were typical of man's development, are now strongly developed in a woman's head. This development has enabled women to take charge of their own business affairs, to organize and to lead. This quality of organization is increasing, and much is also being done to develop women physically.

Gymnastics are an important feature of woman's education to-day; swimming, climbing, rowing, golfing, tennis and all athletic sports. Women have greater power of endurance than men—for example, the woman who recently climbed the Alps.

What you say about the development of man's characteristics in women's heads may have something to do with this apparent indifference to marriage manifested by women to-day. The many avenues opened to them, the facilities afforded them for self-support, the independence and self-helpfulness which they show, may be—indeed, are—the result of the greater lengthening of the proportions from the opening of the ear to the frontal lobe. This development is not in the nature of an injury of them in their womanly characteristics. The women of the future will choose the fathers of their children more carefully, will weigh their future, and will be less likely to be carried away by sentimentality than were the women of twenty-five or fifty years ago.

[Continued on page 7.]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "BLACKHEATH,"
FROM SOURABAYA AND PROBO-
LINGGO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 15th September, 1905.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 12th September, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "SIKH,"
FROM MIDDLESBOROUGH AND
LIVERPOOL.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 10th September, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM ANTWERP, LONDON AND
STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.

Agents.

Hongkong, 10th September, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM ANTWERP, LONDON AND
STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY, 11th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 11th September, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 18th September, at 9.30 A.M.

All Claims must reach us before the 23rd September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.

Agents.

Hongkong, 12th September, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CHURCHILL, American 4-masted schooner, Captain Huffman.—Master.

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ANDALUSIA."

Captain Filler, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 14th September, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SOCOTRA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Egypt.

Optional Goods will be landed here unless instructions are given to the contrary before 4 A.M., TO-MORROW.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th September, 1905.

Intimations

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905.

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

COGNAC.

Special Brands.

Cognac, * * * \$15.00 Per Dozen Case

" S. O. P. ... 18.70 " "

" Very Old

Fine Champagne 22.50 " "

Cognac, Grande

Fine Champagne

Blue Ribbon

Guaranteed 12

Years Old, 31.50 " "

Cognac, Grande

Fine Champagne,

Green Ribbon

Guaranteed 20

Years Old, 46.70 " "

Cognac, Grande

Fine Champagne,

Red Ribbon

Guaranteed 30

Years Old, 56.00 " "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 11th September, 1905.

THE PUBLIC are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 CTS.) per Single Copy.

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

84, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

BURGUNDIES

FROM

BOUCHARD PERE &

FILS,

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

[35-13]

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 16, 1905.

INJUSTICE TO HONGKONG
CIVIL SERVANTS.

It has frequently been necessary of late to criticise the action of the Government and to call attention to what we have submitted were wrongful methods which had been set in operation. At no time is that a pleasant duty, especially in Hongkong with its large cosmopolitan population, but it is only right that outside opinion on questions of the day should be stated and submitted for the benefit of those high powers whose orbits circulate far outside the common people, and who are, no doubt, guided by considerations unknown to those mainly affected by these so-called reforms. At the same time groundlings do feel keenly on many matters discussed at the Legislative Council, and bitterly criticise the character of the voting, when it seems to ignore their interests and leave them voiceless where subjects of vital importance to them are concerned. Indeed, it is their sense of impotence that occasionally touches them on the raw; but, of course, those on higher circles seldom hear the mutterings of the vulgar herd, and have few opportunities of consulting those who might be in the slightest degree termed representative of the working class. The latest grievance is found in a Bill which appears in the Agenda of the Legislative Council and reads as follows:—“First reading of a Bill entitled an Ordinance to transfer to the General Revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to the Widows and Orphans of deceased Public Officers, and to make the payment of the same a charge upon and payable out of the said General Revenue.” That Bill has been on the agenda for the last two meetings, but it has been postponed on each occasion, and, curiously enough, no copy of the proposed Ordinance has yet been circulated. That in itself is a peculiar circumstance, which we need not dilate upon at this stage. But coming to the character of the Bill as set forth in the title, we strike an old-standing grievance—the change from a bad system to a worse. This Widows' and Orphans' Pension Fund has almost invariably been the subject of the greatest irritation among civil servants. In a few cases it has proved, we cannot doubt, beneficial; but in the majority it has proved to be a method whereby the civil officers of the Colony could be lawfully bled by the Government—in other words, it has proved an official “squeeze.” We will submit some illustrations of the working of this Fund in support of our contention. To begin with it must be remembered that there is nothing voluntary about the Fund; it is a compulsory order that civil servants must pay a certain percentage of their monthly salaries to the Fund, no matter whether they expect to benefit from it or not. Take the case of a married man who has been in the service for a period of 15 or 20 years; his wife and children predecease him, and in disgust at the malificent effects of the Colony he decides to retire from the service and to return to his native land. All these years he has been contributing month after month to the Widows' and Orphans' Pension Fund, but now when he has resolved to retire all that money reverts to the Government. In other words, he is not entitled to a penny of the money which, it may be, against his will, certainly without his voluntary consent, he has been contributing to the coffers of the Government. He has been mulcted of that money, and has compulsorily made a gift of some 4 per cent. of his monthly salary to the Government. Had that civil servant paid the money into an insurance society, the money would have been returned to him on the maturing of the policy, provided he survived his wife and family; or at his death it would have gone to swell his estate. But the money would not have been irretrievably lost, as in the case of the Government Fund. There would, besides, have been the accrued interest to gather, but we may waive that point at present. Take another illustration, where a man resigns from the Service after a few years. If he be a married man his contributions during that period are absolutely lost. If he be a single man the Government waxes generous and refunds him half the total amount of money he has contributed, so that whatever happens the Government is on the safe side. The hardship to the civil servant is only a question of degree; the “squeeze” has been made. There is another case, in which a widow is concerned. In the particular case which we have in mind, the widow is entitled to the magnificent sum of something like \$5 per annum paid monthly from the Widows' and Orphans' Fund. That is to say, she has to call once a month at the Treasury for her 49 cents. Before

the poor woman has come to town, waited at the Treasury and taken a chair or a car home there can be very little left of that 42 cents. The thing is ridiculous; but it illustrates the methods of the Government, which is neither just nor generous. Under the new Ordinance, which proposes to appropriate the Widows' and Orphans' Pension Fund and incorporate it with the General Revenue of the Colony, it is to be supposed (in the absence of the actual terms of the Bill) that the Government sees a way of benefiting by the accumulation of the compulsory contributions from civil servants as years go by. Those contributions when accumulated may amount to a fabulous sum, as the Colony increases in population and the Civil Service—as a natural consequence—expands. There are no statistics before us as to the ratio of the deaths to the number of contributors to the Fund; but we may take it that the present average will be maintained. In that case, and taking into account the rate of increase in the Colony's population, it will not be surprising if within the next half century the present accumulated sum would have grown to \$1,000,000—representing the contributions deducted from the salaries of Government officials. Now, we feel confident that many of those civil officers would far rather invest their money in annuities in any of the numerous insurance societies which are so ready nowadays to offer a maximum of return for a minimum of outlay. By its policy up to the present time, the Government has made a clear gain of some lakhs, of dollars, and the process is to continue on even more advantageous terms—advantageous for the Government we may be sure. Were the accumulated funds, which properly belong to the civil servants, invested in the Colony we are quite certain that safe mortgages bearing interest at the rate of 7 per cent. per annum could be secured, furnishing a return not short of some \$15,000 a year on the existing Fund. That sum we may take it would be sufficiently adequate to provide for those entitled to draw on the Fund. As it is, looking at the proposition soberly, we cannot see where these contributions are to end. As the years roll on, the Fund would increase enormously until contributions would no longer be necessary, the interest on the accumulated sum being more than enough to meet all requirements. If in such a case the demand for contributions were suspended, a great injustice would be done to those whose contributions in the past had been confiscated. So to get over that difficulty, to hide their traces, the Government calmly throw the whole amount into General Revenue and neither the civil servant nor anybody else can tell then what has happened to the money. A really great scheme, indeed; the originator is a born actuary, and one whose services are of supreme importance to the Government. We cannot go into further details on this question on account of the limited space at our disposal. The subject is, as we have shown, hedged about with intricacies, and will involve a good deal of calculation. The scheme, as we have pointed out, is wholly bad; it is calculated to benefit the Government alone; all others are dealt with as so many pawns who are only tolerated because they are useful. It is hardly possible for any one to say a good word for the scheme, and we do not suppose any of the elected members of the Legislative Council will be found to support it.

LOCAL AND GENERAL.

AN examination for pilots will be held at the harbour office on Tuesday next.

THE P. & O. Co.'s steamer *Pekin* will leave for Singapore, Colombo and Bombay at noon on Monday.

REGULATIONS for the collection of Crown rents in arrears in the New Territories are printed in the *Gazette*.

WITH reference to the paragraph in our columns last evening on the subject of the withdrawal of quarantine restrictions against Hongkong, we are informed from the Colonial Secretary's Office that Batavia should be read for Bangkok.

Geo. Conway, seaman, was charged at the instance of Inspector Gourlay with unlawfully remaining in the Colony after the departure of his steamer, the *Saint Regulus*, which left port on the 17th of July last. Accused denied the charge, and the case was remanded to permit him to adduce evidence.

NOTICE is given in the *Gazette* that, whereas breaches of the covenants and conditions contained in Crown Leases have of late been of frequent occurrence, the Crown will, in future, whenever such a breach occurs, strictly enforce the powers of re-entry and forfeiture reserved in the Crown Lease.

Mr. F. Haver-Droetz, Consul-General for the Netherlands, writes informing us that ships or vessels, arriving in Netherlands-India from Hongkong are not longer subject to quarantine, the port of Hongkong being declared to be not longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands-India.

ON her last trip across from San Francisco, the steamer *Coptic* carried \$240,500 gold, as treasure destined to Hongkong, of which \$240,000 was silver bullion and \$500 gold coin.

Wong Fuk is a 13-year old hawk. Yesterday going along Hollywood Road he got tired, and seeing a bench outside Fung Tak's restaurant, he annexed it and took it away to a sheltered place to have a rest. Fung discovered his missing “sitting board,” and the result was that Wong got 12 strokes with the birch and was ordered to be detained in Police custody for 48 hours, the Magistrate not wishing to send such a small boy to gaol.

THE case against the rich man who carelessly and furiously drove his vehicle at West Point and knocked down a market gardener, who sustained a fractured leg, as already recorded in these columns, was resumed before Mr. G. N. Orme this morning, when his Worship held that the gardener ought to have kept out of the rich man's way, and therefore discharged the coolie. The wife of the injured man, stated that his earnings were \$12 a month, out of which he had to pay \$1.60 monthly for rent, and also support two children, one of whom was blind. His Worship said she could go to the Summary Court for relief, if not satisfied with the decision.

A LONDON wire of the 8th inst. says.—The *Times* in a leading article comments upon the interesting administration report on Kelantan. It pays a warm tribute of praise to the reforms effected there under the beneficent administration and control of the British advisers to the Rajah of that State. In its opinion there is no portion of the world where the inherent aptitude of Britons for governing Orientals has been more conspicuously displayed than in Malaysia where consequently there is unchecked and increasing prosperity. The natural advantages of Kelantan, so the *Times* points out, are such that if it be only moderately well-governed, the state will become, at no distant time, one of the most prosperous countries in the Malay Peninsula.

THE *Yellow Dragon* for August, which is now to hand, is the first number of volume seven of this interesting Queen's College publication. The head-master's address on “break-up day” is published in full and as it contains many instructive suggestions, should be read and re-read by the scholars. One of the old pupils, Hung Hing Kuan, who is now studying in London, has written a lengthy letter to a master, in the course of which he expresses the opinion that, after what he has seen of English Public Schools, Queen's College, with its ever-increasing number of boys, is hopelessly behind, so far as sport is concerned. He does not wish to advocate sport to the detriment of the school work of the boys, but considers that, as at present, the lack of physical exercise amongst the greater bulk of the Chinese boys is most deplorable.

YOUNG CHAU KWONG surrendered to his bail this morning in the case in which he is charged with embezzlement of various sums of money received by him on behalf of Ip Tin Ting, details of which have already appeared in these columns. Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the prosecution; and Mr. H. N. Ferrers, instructed by Mr. Otto Koon Sing, for the defence. Mr. Ferrers said he had no evidence to call, and asked that his Worship discharge the accused as all the ingredients constituting the crime of embezzlement were lacking. The accused was not a salaried servant of the complainant; he was an independent broker, employed by him on the usual commission. He did not conceal the receipt of the money; he did not run away; and he was there all along making up the accounts, getting orders for, and collecting bills of, the complainants. He took the money on account and told complainant so; therefore there was an entire absence of criminal intent, and no case against his client.—Mr. Dixon submitted that all the ingredients of an embezzlement were present. Accused went and collected money on behalf of complainant, and never made any report, nor did he account for the sums so received.—His Worship said he would consider the point as to whether defendant was a salaried servant or not, and reserved his decision until Monday afternoon. Defendant was allowed bail as before, \$750.

MR. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared before Mr. Orme this morning on behalf of his client, the second keeper of the gambling game which was raided by Inspector Hanson, and who was released on \$500 bail. Mr. Wilkinson argued at some length that, while his client was running away with the rest there was only a suspicion that he was running from the place where the gambling was going on, and suspicion was not sufficient. The Court must be convinced that the man was in fact running away because he was playing an illegal game, and therefore on the appearance of the police he ran away with the rest. The mere running away was not sufficient, as it was a common thing among Chinese, upon the appearance of the police in their vicinity, to run, on account of a guilty conscience in regard to quite another matter than the one the police was there for. There was no evidence that his client was among the gamblers.—Mr. Hanson said that they were running together when they were arrested, while there were large numbers of coolies in other sheds who were remaining quiet, doing nothing wrong, and they neither ran nor were they in any way interfered with. His Worship said he was of opinion that a peaceable citizen, if he had nothing to fear, would not be running away among a gang of malefactors, without good and sufficient cause. Mr. Wilkinson then asked leave to apply for a rehearing of the case against his client in the event of his Worship holding the man guilty and convicting him. His Worship granted leave to apply for a rehearing. The defendant was held guilty and fined \$30 with the alternative of two months.

Looking into Tibet the eye met a sea of grass-covered treeless hills, and from the valley at the foot of the Ning-ching Shan rose smoke from the camp fires of 400 Tibetan troops there was no time to make a prolonged inspection, for the Chinese authorities were anxious for him to leave as soon as possible. As he had attained one of the objects of his journey—a visit to the eastern frontier of Tibet—he had no wish to remain longer, and mounting their horses, they rode down the Chinese slopes of the Ning-ching Shan. No cooler

A TRAMP TO THIBET.

BRITISH CONSUL TURNED BACK ON THE FRONTIER.

Mr. Alex. Hosie is a traveller as well as his Majesty's Consul-General at Chengtu, the capital of China's largest province. In 1883 he journeyed along the Tibetan road from Chengtu and crossed into Yunnan little dreaming that twenty years later he would again find himself in Seichuan facing westwards. But such proved to be the case, and a diary of his travels over close upon fourteen hundred miles appears in the form of a White Paper issued to Parliament. The traveller writes of his experiences with a lively sense of their romantic nature and with distinct literary skill. His interesting volume, which consists of 80 closely-printed pages, is issued as “China No. 1 (1905).” Report by Mr. A. Hosie, his Majesty's Consul-General at Chengtu, on a journey to the Eastern Frontier of Tibet (with a map).” Setting out from Chengtu, where one can observe a confused mass of greenery lit up in February and March by the bright yellow blossoms of the rape, and in May and August by golden patches of ripening grain, Mr. Hosie journeyed on the great highway which connects the city with Lhasa, and for the first days passed with his caravan through a country riddled with irrigating streams and canals, with alders fringing every watercourse and beans blossoming in the dikes between the paddy plots. By this same road travel the Chinese Imperial Residents for Tibet; along it devout pilgrims, eager to look upon

THE FACE OF THE DALAI LAMA.

Some of the latter take years over the journey, but the Imperial couriers, with relays of horses, are able to carry messages from Lhasa to the nearest telegraph office, 1,300 miles away, at Tachien-lu—in less than 20 days. The road is barred by lofty mountain ranges, which strike terror into the superstitious wayfarers, and so narrow are some of the spurs that one looks down into an abyss on either side of the roadway, while in places the path zigzags backwards and forwards over a face of small, loose, slippery stones and at times descends into gorges where Nature has run riot. Mr. Hosie describes everything that he sees, and throws new light on the country and its people. On the road to Tachien-lu he visited O-mei Hsien and went to the top—a height of 10,158 feet. The sights to be seen from the summit are the “Glory of Buddha”—the reflection of the sun on the clouds hanging on the abyss below the top of the precipice; the “Myriad Lights,” or lamps which are visible at night in the gulf underneath; and the Snowy Mountains of Tibet. Mr. Hosie was however disappointed with

THE SUPERNATURAL VISIONS.

Reserved by the priesthood for the superstitious pilgrims who annually throng the mountain, so he turned in to a service held in the temple just under the summit. The abbot, in full canonicals, recited prayers interspersed with the beating of drums and the clashing of cymbals, the pilgrims sitting on benches and standing around, with their eager faces lit up by the glare of many candles. It was a weird spectacle, he says, and one will agree with him if the imagination can picture a temple high up on a mountain side, with faint lights twinkling far below and the stillness of night around.

THIBETAN LADIES.

At Tachien-lu, exceeding the Chinese inhabitants, were “the dull-red and grey woolen-garbed” Tibetan men and women, moving with that free and easy gait unknown to their Chinese neighbours. The Tibetan ladies, when clean and well-dressed, as Mr. Hosie saw them in Tachien-lu, will take rank with their European sisters. Many beautiful women wore long silk gowns and long red-topped boots, and ornaments of gold. Dark brown eyes, finely-cut features, an excellent carriage, and sprightliness of demeanour distinguished them.

AT THE BOUNDARY LINE.

Passing over many pages of this interesting narrative of a journey through a wonderful country we arrive at the stage where Mr. Hosie's caravan reached the steep hillside whose ridge marks the boundary between China and Tibet. Mr. Hosie describes how he met the lama himself travelling in a green sedan chair borne by four Chinese bearers, with relief bearers and escorted by a retinue of from thirty to forty men, Tibetan and Chinese, some of the latter with buttons on their official hats. There was a running fire of questions as to their respective destinations, and one grey-bearded old man asked Mr. Hosie whether he was going into Tibet. When he answered that he was proceeding only as far as the frontier, he said, “You have not far to go,” and such proved to be the case, for he soon arrived at the top of a steep hillside the ridge of which forms the boundary line between the two countries. Under this brow he was met by the Chinese authorities, who again begged him not to cross the boundary line, which lay a few yards above him.

AN INVASION RESISTED.

Having been reassured that he had not the slightest intention of setting a foot in Tibet, they begged him to wait a few minutes, until they made the necessary disposition of troops along the boundary line, which was guarded on the Tibetan side by armed soldiers. In a few minutes he was invited to ascend the brow of the hill, where he found the Tibetan soldiers arranged in a line running north-east and south-west. In front of the Tibetan soldiers another line of Seichuan Tibetan soldiers, equal in number to the latter, were drawn up. The Tibetan soldiers, who were armed with matchlocks and swords, were under the command of a Chief, and a lama with a gilt pagoda hat stood by his side. There was perfect silence, as, escorted by the Chinese authorities, he went up to the boundary stone which marks the frontier of the two countries, but he could see a fixed determination on the faces of the troops to resist any attempt on his part to cross into Tibet. The boundary stone, which stands some 30 yards to the north-east of an obelisk by the roadside, is a well-worn, four-sided pillar of sandstone, about 3 feet in height, each side measuring some 18 inches. There was no inscription on the stone, and when unthinkingly he made a movement to look for writing on the Tibetan side, the Chinese officials at once stepped in front of him and barred the road to Tibet.

A VIEW OF THIBET.

Looking into Tibet the eye met a sea of grass-covered treeless hills, and from the valley at the foot of the Ning-ching Shan rose smoke from the camp fires of 400 Tibetan troops there was no time to make a prolonged inspection, for the Chinese authorities were anxious for him to leave as soon as possible. As he had attained one of the objects of his journey—a visit to the eastern frontier of Tibet—he had no wish to remain longer, and mounting their horses, they rode down the Chinese slopes of the Ning-ching Shan. No cooler

had they descended, than first a mounted scout, and then a swarm of Tibetans on foot, rushed to a hill-top commanding a view of their road back to Pang-mu-tang, and he was under the impression that they were satisfied that they had successfully resisted a British invasion from the east.

Mr. Hosie returned to the Chengtu plain three months after leaving it, and exchanged the clear, sunny, buoyant atmosphere of the western highland for the dark, cloudy, depressing climate of the capital of Seichuan.

FUN IN QUEEN'S ROAD.

TAFT OUT-TAFTED.

An intensely amusing scene occurred in Queen's Road Central this forenoon, affording mirth for the spectators and the “victim” alike. A European visitor to the Colony, of enormous, may we say elephantine proportions, who recalled the great Taft, elected to have a chair-ride. Hailing a couple of coolies outside the Hongkong Hotel he peremptorily ordered them to make ready for his “bulky” frame. The coolies might not have disdained a dainty Chinese lady, or a miniature school boy, but when they were confronted with Goliath and all the giants rolled into one they became manifestly distressed and started to hobble off as best they could. But the massive, Christmas-like revelation of a man—who may have seemed like an ogre to the coolies—was also a bit of a sprinter. He was up to the chair in two hops and neatly caught the rear coolie by the deft manipulation of a shepherd's crook. Then he, solemnly set the chair down in the roadway and started to encase himself inside. Now, many ordinary people find it a matter of trouble to seat themselves in these slim receptacles, but when this Gargantuan attempted the task he had to exercise the patience of Job before it was completed. Fortunately it was a cool day. By this time a crowd of chair coolies, ricksha-pullers and the riff-raff who are always to be found on such occasions assembled in the middle of the street and started to laugh. That brought the Europeans to the scene, for it is morally certain that when a coolie starts to laugh he has an object in view. When the large-sized visitor had safely encased himself in the chair the real fun began. The front coolie bent down and heaved. He found himself on his back in two seconds and wondered what had happened. The chair hadn't moved. Then both the coolies with a heap of “pecking” and wrestling and shouting of “Both together” made a grand magnificent effort. That failed. By this time the street was thronged with onlookers, who agreed that nothing so funny had been witnessed since the days of George the First. The air rang with laughter and a lady who came out of a shop near by laughed so ecstatically that she nearly had a fit and had to be patted on the back and embraced and finally led away before she recovered. The gentleman who was causing the block in the traffic and formed the centre of attraction sat severely in his chair with a mild smile on his face. Probably he thought this was the regular performance when a new corner is essayed to enter a chair. By this time the chair-coolies were sweating at each other with a fluency and vigour that “brought down the house.” People laughed till they were sore. The more the others laughed the stronger grew the language of the distracted coolies. A poor mongrel dog sat up on his hind legs and plainly said that this was better than stealing scraps from the Central Market. The visitor was evidently a personage of great importance for he remained at his ease—that is to say wedged in on all sides—and waited developments. If he had only made a speech the show would have been complete. When the chair-coolies had exhausted themselves they set to work again, and again and yet again. The poles held for a wonder, and at last the chair rose, apparently of its own accord; the passenger waved goodbye to the crowd and went off in the direction of Battery Path. People who saw the scene in Queen's Road are still laughing as they think of the ludicrous sight. Taft, alas, was out-Tafted.

THE SUER CANAL

NOT BLOCKED.

Mr. J. Y. V. Vernon, Reuter's agent in Hongkong, has received the following reply to a telegram sent yesterday requesting confirmation and details of the reported blocking of the Suez Canal.—“Blocking canal quite untrue.”

A CASE that came up before Mr. G. N. Orme at the Magistracy should be of considerable interest to Kowloonites, in view of the many complaints recently made of the malodorous condition of the streets owing to the promiscuous dumping of household refuse and decaying vegetable matter, which is allowed to lie in the gutters and give out very offensive smells. The case brought this morning is, we understand, the first of a series in a campaign, which is being instituted by the Sanitary officials against this casual use of residential localities as dumping grounds for all and sundry rubbish and refuse. In this case Inspector Lyons caught a house-boy employed in Carnarvon Road, in the act of dumping a quantity of offensive household rubbish at the corner of the road, and immediately proceeded against him, with the result that the boy was fined \$4 or seven days. As this campaign is to be vigorously carried on, Kowloon residents should keep an eye on their servants, otherwise the latter may be getting into trouble.

SHIPPING AND MAILS.

MAILS DUE.

German (*Willhad*) 18th inst.
Australian (*Chingtu*) 18th inst.
Indian (*Namsang*) 20th inst.
English (*Chusan*) 21st inst., 6 a.m.
Canadian (*Empress of China*) 25th inst.
American (*Mongolia*) 28th inst.
The s.s. *Yokoh* left Shanghai yesterday, at noon, and is due here on 19th inst.
The M. M. Co.'s s.s. *Caledonia* with the next French mail, will leave Saigon to-morrow at 1 a.m., for this port.
The P. & O. S. N. Co.'s s.s. *Chusan* left Singapore for this port on 16th inst., at 8 a.m., with the outward English Mails, and is due here on 21st inst., at 6 a.m.

BEAUTIFUL HEADS.

[Continued from page 3.]

Quality of brain matter, not quantity, is what is needed, and I am certain the modern woman is developing the former. The average man's head measures from 21 to 22 inches, the average woman's from 21 to 21½, but the average of 22 inches is increasing among women.

The opinion of mere man, upon the assertion that the modern woman takes more thought and deliberation on the subject of marriage and is less likely to be carried away by sentimentality than in past years, is very characteristic of the egotism of the sex in general in regard to matters matrimonial and the potency of their own power of fascination.

The modern girl is just the same as her mother or her grandmother. When the right man comes she will love him and marry him, whether he be rich or poor, worthy or unworthy, and no amount of frontal development will ever change woman's nature or make her other than she came from the hands of her Creator. Her head may be larger; she is larger every way, mentally, morally and physically, and God bless her.

In art as in everything else there is a variety of opinions, says another writer; even in the glorious period of Greek art when sculpture had reached a position greater than ever since there were differences of opinion. Polykleitos, of Argos, found it to his liking to establish canons of measurement in the human figure that differed somewhat from Phidias. The Argos, sculptor gave twice the length of the face, from the chin to the roots of the hair on the forehead, as one-half the distance from the bottom of the foot to the knee cap. Phidias undoubtedly held to the canon of eight heads as the most beautiful and imposing of all in human structure.

All well-trained artists seem to prefer the eight head standard of measurement, although some very beautiful modern statues have been made where this rule has been disregarded. In modern realistic work this may be noticed where there is a desire and intention to portray the life of to-day.

It must be remembered that it is not at all certain that the Greek men and women were all built on the eight head ideal. In the Greek and Roman portrait statues one does not find the heads out of the ordinary as to size, therefore we must conclude that the small head was a canon of beauty invented by the artist and held to because of the fancied loveliness of the ideal.

It may be true that the Latin races have smaller heads than the Anglo-Saxon or Northern races, and that their brains are consequently finer and more valuable. The slower mentality of the Northerners may necessitate a coarser fibre and a larger skull, or brain cavity. We must not forget that the simple way of dressing the hair at the time the great Greek statues were made would of itself make a difference in the appearance of the head, making it appear smaller. We to-day fuss up the feminine hair until it becomes a horrid spectacle, immodest and absurd. No one may judge the actual size of a woman's head under these trying conditions.

It is not a question whether there is anything in the head of a marble statue; it is rather whether that head fits in exact proportion the beauty of the rest of the figure.

ANCIENT RUIN IN NEW MEXICO.

Santa Fe (N. M.), August 9.—The ruins of a communal building, containing 1500 rooms and never before visited by white men or mapped, has been discovered thirty miles west of Santa Fe and a half mile south of the famous Stone Lions of Cochiti.

The discovery was made by A. R. Chaycraft of Santa Fe, who was out with Edgar L. Hewitt of the ethnological bureau taking photographs of the thousands of cliff and cave dwellings to be found west of this city on the proposed Pajarito cliff-dwellers' reserve.

The ruins are perched on a high mesa, which is the ancient burial ground. In an abandoned reservoir near the building a cedar over five feet in diameter was found growing. Professor Hewitt will begin the work of excavation next week. The ruins are the largest of the 20,000 communal and dwellings in the reserve.

SIR HECTOR MACDONALD'S GRAVE.

The grave of General Sir Hector Macdonald in the Dean Cemetery, Edinburgh, has hitherto been unmarked. A monument, however, has now been erected by public subscription. It takes the form of an obelisk, supported by canon balls at each corner. In front of the base stands a pedestal with a bronze bust, which shows Sir Hector in the uniform of an aide-de-camp to the King, with a greatcoat thrown open displaying his many orders and medals, British and Egyptian.

The life of Sir Hector's strenuous career is simply told, thirteen outstanding engagements being carved on the pedestal. The list includes Shariatgarh Pass, Afghanistan, Charsiah, Kabul, Kandahar, Majuba Hill, Sudan, Abbara, Omdurman, and Paardeberg. Lord Roberts assisted in preparing the list.

MILLIONAIRE'S WILL.

Mrs. William Zeigler has commenced an action in New York with the object of upsetting the will of her husband, who accumulated a vast fortune as the inventor of baking powder, and spent large sums recently in Arctic exploration. The widow is not contented at receiving only £10,000 per annum and two pilchard residences, and seeks a share of the £600,000 left by the baking powder king to a fifteen-year-old boy, whom he adopted as his son.

She says that her husband was insane at the time of making his will, or he would have left her a widow's share of his millions instead of a mere pittance of £10,000 per annum.

SHIPPING.

ARRIVALS.

Hongkong, Fr. s.s., 800, A. Suzzoni, 16th Sept.—Hohow 15th Sept., Gen.—A. R. M.
Chowfa, Ger. s.s., 1,055, F. Spiesen, 16th Sept.—Bangkok 9th Sept., Rice and Gen.—B. & S.
Pekin, Fr. s.s., 3,007, W. R. Le Mare, R.M.R., 16th Sept.—Moj 10th Sept., Gen. and Coal.—P. & O. Co.
Haitan, Br. s.s., 1,183, N. S. Roach, 16th Sept.—Fochow 13th Sept., Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.
Eskdale, Br. s.s., 1,936, G. W. Duff, 16th Sept.—Rangoon 3rd Sept., Rice.—D. & Co. Ltd.
Shaohing, Br. s.s., 1,307, F. D. Northcombe, 16th Sept.—Canton 16th Sept., Gen.—B. & S.

Clearances at the Harbour Office.

Kohkitchang, for Swatow.
Hohow, for Chinkiang.
Rubi, for Manila.
Kwangshai, for Shanghai.
Dionio, for Yokohama.
Protus, for Amoy.
Adulato, for Shanghai.
Eskdale, for Yokohama.
Lya, for Keelung.
Amigo, for Haiphong.
Indrauli, for Durban.
Maurang, for Sandakan.
Strathnevis, for Java.

Departures.

Sept. 16.
Rubi, for Manila.
Kohkitchang, for Bangkok.
J. R. Angklesier, for Kobe.
Socetra, for Shanghai.
Kwangshai, for Shanghai.
Oscar II, for Samarang.
Protus, for Swatow.

ARRIVALS.

Per Italian, from Coast Ports.—Mr. and Mrs. Hipwell, Mrs. Clayson, Mrs. Giff, Messrs. Balloch, Lavers, Knox, Hastings (2), and 75 Chinese.

Shipping Report.

Sir. Chowfa from Bangkok.—Sly winds force (3-4), moderate sea, good weather.

Sir. Eskdale from Rangoon.—Fair weather, light W. to SWly winds, in the China Sea.

Sir. Italian from Coast Ports.—Fochow to Amoy moderate NEly winds, and fine clear weather, thence to Swatow strong SW. winds, with violent squalls, lightning and thunder, and torrents of rain, thence to port light Wly winds and showery.

Vessels in Port.

Amigo, Ger. s.s., 822, I. Iversen, 14th Sept.—Hohow 13th Sept., Gen.—J. & Co.
Andalusia, Ger. s.s., 3,477, M. Filler, 13th Sept.—Hamburg via Penang and Singapore 8th Sept., Gen.—H. A. L.
Blackheath, Br. s.s., 1,719, W. T. Sherborne, 15th Sept.—Sourabaya and Probolinggo 3rd Sept., Sugar.—D. & Co. Ltd.
Hoburn, Fr. s.s., 997, Ch. Sisco, 7th Sept.—Saigon 3rd Sept., Gen.—W. & F.
Hullmouth, Br. s.s., 2,067, I. P. Welch, 15th Sept.—Taku Bar 9th Sept., Ballast.—A. & Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart, 11th Sept.—Singapore 5th Sept., Gen.—D. S. & Co. Ltd.
Clara Jensen, Ger. s.s., 1,103, P. Bendixen, 13th Sept.—Swatow 12th Sept., Gen.—O. S. K.
Clavering, Br. s.s., 2,154, D. Barton, 6th Sept.—Salina Cruz 31st Aug., Ballast.—C. C. S. Co.
Derweni, Br. s.s., 1,652, J. Jenkins, 6th Sept.—Samarang 27th Aug., Sugar.—Man Fat & Co.
Diomed, Br. s.s., 3,005, J. Young, 15th Sept.—Liverpool via Pait 6th Aug., and Singapore 10th Sept., Gen.—B. & S.
Empress of Japan, Br. s.s., 5,094, Henry Pybus, R.N.R., 6th Sept.—Vancouver 14th Aug., and Shanghai 4th Sept., Mails and Gen.—C. P. & Co.
Elizabeth Rickmers, Ger. s.s., 997, G. Göttsche, 12th Sept.—Bangkok 5th Sept., Rice.—B. & S.
Fri, Nor. s.s., 860, N. Andersen, 25th Aug.—Haiphong 23rd Aug., Gen.—Aagaard, Thiesen & Co.
Germania, Ger. s.s., 1,714, T. Petersen, 13th Sept.—Hohow 12th Sept., Gen.—J. & Co.
Helene Menzies, Ger. s.s., 984, K. Auer, 6th Sept.—Kantau 25th Aug., Coal.—Order.
Hohstein, Ger. s.s., 1,735, H. Hamer, 11th Sept.—Moj 7th Sept., Coal.—M. B. K.
Holstein, Ger. s.s., 283, A. Niehr, 8th Sept.—Tientsin 31st Aug., Coals.—J. & Co.
Hopsang, Br. s.s., 1,359, J. M. Hay, 14th Sept.—Probolingo 1st Sept., Sugar.—J. M. & Co.
Indravelli, Br. s.s., 3,768, S. Cullington, 14th Sept.—Chinwaniao and Chetoo 8th Sept., Ballast.—G. L. & Co.
Johanne, Ger. s.s., 952, Ipland, 7th Sept.—Bangkok 31st Aug., Rice.—J. & Co.
Lya, Am. s.s., 3,516, G. V. Williams, 11th Sept.—Manila, P.I. 9th Sept., Hemp and Gen.—D. & Co. Ltd.
Maurang, Br. s.s., 1,644, R. Houghton, 4th Sept.—Sandakan 29th Aug., Gen.—J. M. & Co.
Merionethshire, Br. s.s., 1,950, C. H. Burch, 14th Sept.—Moj 8th Sept., Coal.—S. T. & Co.
Nanshan, Br. s.s., 1,299, A. W. Brynall, 14th Sept.—Saigon 10th Sept., Gen.—J. & Co.
Phra Nang, Ger. s.s., 1,021, F. v. Mangelsdorff, 12th Sept.—Kohkitchang 6th Sept., Rice.—B. & S.
Ponape, Ger. s.s., 1,251, H. Martens, 6th Sept.—Ponape (Caroline Islands) 13th Aug., Ballast.—German Consul.
Siberia, Am. s.s., 3,655, J. T. Smith, 12th Sept.—San Francisco and Port 16th Aug., Mails and Gen.—P. M. S. Co.
Teau, Br. s.s., 1,346, W. B. Brown, 13th Sept.—Manila 12th Sept., Gen.—B. & S.

SAILING VESSELS.

Churchill, Am. 4-masted sch., 600, Huffman, 27th Aug.—Haiphong 23rd Aug., Ballast.—Master.
Combermen, Br. ship, 1,686, C. G. Dixener, 5th Sept.—New York 14th June, Case Oil.—S. O. Co.
Ecuador, Ger. 4-masted ship, 2,193, O. Dickmann, 2nd Sept.—New York 19th May, Paraffine.—Order.
Hongkong & Whampoa Dock Returns.
Bullmouth, at Kowloon Dock.
Likin, " " " " " "
Strathnevis, " " " " " "
Hohstein, " " " " " "
Johanne, " " " " " "
Ponape, " " " " " "
Schlewig, Cosmopolitan " "
Lewhill, Aberdeen " "

Steamers Expected.

Vessels	From	Agents	Due
Silevia	Singapore, S.W. & Co.	Sept. 17	
Chingtu	P. Darwin, B. & S.	Sept. 18	
Caitness	Bombay, N.Y. K.	Sept. 18	
Flintshire	Manila, N.S. T. & Co.	Sept. 17	
Wilhad	Wolj, M. & Co.	Sept. 18	
Dardanus	Singapore, B. & S.	Sept. 19	
Yochow	Shanghai, B. & S.	Sept. 19	
Caledonian	Singapore, J. M. & Co.	Sept. 20	
Namsang	Singapore, J. M. & Co.	Sept. 20	
Chusan	Singapore, P. & O. Co.	Sept. 21	
Emp. of China	Vancouver, C.P. R. Co.	Sept. 26	
Mongolia	Japan, P. M. Co.	Sept. 28	

Ships Passed The Canal.

Outward—4th August—Agamemnon. 9th August—Swanley, Sylvia. 12th August—Longsor. 15th August—Glenlivet. 18th August—Kaiow, Nordpol, Redhill, Flintshire. 22nd August—Sophie Rickmers, Ohio, Nelly, Bayern, Diomed, Jauregiberry. 25th August—Caledonian. 29th August—Glaucus, Hector. 30th August—Bavaria, Howick Hall, Palma, Glenesk, Ghana. 1st September—Ching Wo, Sagovia, Tydus, Bornsta, Fook Sang, Iran. 5th September—Formosa, Serbia. 8th September—Ajax, Kintuck, Chatham, Sengambia, Manningly. 12th September—Benader, Dardanus, Glenloch, Kowang Si, Oceanic, Prinz Heinrich, Tiboris.

Homeward—4th August—Para, Silevia. 15th August—Sikh. 22nd August—Oanfa. 30th August—Brigovio.

Arrivals at Home—4th August—Banlu. 9th August—Darmstadt. 15th August—C. Ferd. Leites. 18th August—Ping Sney, Slam. 22nd August—Manica, Yunnan, Sagami. 25th August—Annam. 29th August—Palermo. 30th August—Sachsen. 1st September—Glenlivet. 4th September—Java. 5th September—Nippon. 10th September—Tourens, Belomond. 8th September—Hyson, El Kantara, Montrose, Scharnhorst, Tonkin. 12th September—Sithonia.

TO-MORROW.

St. Peter's Seamen's Church. Queen's Road, West.

Thirteenth Sunday after Trinity. Holy Communion 7.30 a.m.

Morning Prayer 11 a.m., Venite, Crotch; Te Deum, Russell; Hymns, 205, 184, 433 and 227, Kyrie, Schubert.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Cooke; Nunc Dimittis, Turle; Hymns, 273, 185, 415 and 131.

The Church launch Daypring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.) returning after-noon. The answering pennant is the Call flag. All the shillings are free and unappropriated. Visitors welcome. Books & C. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Union Church.—Services, 11 a.m., and 6 p.m.

St. John's Cathedral, Hongkong.

St. John's Cathedral.

Matins 11 a.m.; Responses: Ferial, Venite; Crotch; Psalms: Smith, Wallace, Rimbaud; Te Deum: Ward in E. flat, Benedictus: Garret, Anthem: O praise God.—Blair, Hymn: 536.

Holy Communion 12 noon, Kyrie: Gadsby in C. Hymn 1314.

Evening 5.45 p.m., Responses: Ferial, Psalms: Hayes, Woodward Monk, Magnificat: Goss in E. 7th evening, Nunc Dimittis: Haverall 7th evening, Hymns: 12, 614 (Tune 33), 94. Seven-fold Amen: Voluntaries: "Last Spring"—Grieg; Finale: Pathetic Symphony Tchaikowsky.

Post Office.

A Mail will close for:—

Swatow, Amoy and Fochow.—Per Hailun, 18th Sept., 11 A.M.

Sourabaya.—Per Shanlung, 18th Sept., 11 A.M.

Shanghai and Yokohama.—Per Andalusia, 18th Sept., 11 A.M.

Macao.—Per Heungshan, 18th Sept., 1.15 P.M.

Shanghai.—Per Shaohing, 18th Sept., 3 P.M.

Samarang and Sourabaya.—Per Emma Layken, 18th Sept., 3 P.M.

Swatow and Bangkok.—Per Phranang, 18th Sept., 5 P.M.

Bangkok.—Per Elisabeth Rickmers, 19th Sept., 10 A.M.

Europe, India, via Tutucon.—Per Ernest Simon, 19th Sept., 11 A.M.

Macao.—Per Heungshan, 19th Sept., 1.15 P.M.

Singapore, Penang and Calcutta.—Per Catherine Ahear, 19th Sept., 2 P.M.

Swatow, Ningpo and Shanghai.—Per Choy-rung, 19th Sept., 3 P.M.

Manila.—Per Tean, 19th Sept., 3 P.M.

Frederick, Wilhelmshafen, Herberhshe, Wupp, Samara, Brisbane, Sydney and Melbourne.—Per Wilhelm, 20th Sept., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 20th Sept., 11 A.M.

Macao.—Per Heungshan, 20th Sept., 1.15 P.M.

Shanghai, Moj, Kobe and Yokohama.—Per Tijianna, 21st Sept., 11 A.M.

Macao.—Per Heungshan, 21st Sept., 1.15 P.M.

Macao.—Per Heungshan, 22nd Sept., 1.15 P.M.

Cebu and Iloilo.—Per Kalfong, 22nd Sept., 3 P.M.

Shanghai.—Per Hangsang, 22nd Sept., 3 P.M.

Manila.—Per Loongang, 22nd Sept., 3 P.M.

Manila.—Per Zafro, 23rd Sept., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Mimio, 23rd Sept., 10 A.M.

Europe, &c., India, via Tutucon.—Per Simla, 23rd Sept., 11 A.M.

Tientsin.—Per Etang, 23rd Sept., 1 P.M.

Macao.—Per Heungshan, 23rd Sept., 1.15 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.—Per Changchi, 23rd Sept., 3 P.M.

Yokohama and Kobe.—Per Chingtu, 23rd Sept., 3 P.M.

Swatow, Chetoo and Tientsin.—Per Chilli, 25th Sept., 3 P.M.

Singapore, Penang and Calcutta.—Per Namsang, 26th Sept., 11 A.M.

Europe, &c., India, via Tutucon.—Per Roan, 27th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 18th Oct., 11 A.M.

Mails for Canton, Samboi, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Macao at 9 a.m.

Mails for Namsao, Sanboi, Kongmoon, Kunchuk, Samboi, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Batticombe, H. G. Hurst, R.N., Engineer.
Bell, R.N., Lieut. H. F. Capt.
Bingham, Mr. & Mrs. Ibokou, Mrs. I. J. E. and child.
Birbeck, R. J.
Bishop, L. C.
Bisney, S.
Bissell, W. S.
Bonner, E. A.
Brighton, F. G.
Broughall, L.
Bunner, Mr. and Mrs. Lewis, A. R.
Carter, W. L.
Chalkley, H. F.
Chandler, W. N.
Clark, Hon. Dr. Francis.
Clark, M. O.
Clark, T. W.
Clarke, Mrs. T. W.
Clegg, R.N., Eng. Lt.
Clemenson, Mr.
Conrow, Mr. and Mrs. Coulthart, J.
Cruckshank, A.
Cunningham, G.
Davies, F. O.
Doolittle, F. H.
Douglas, Capt. & Mrs. T. L.
Downing, Mr. T. C.
Freeman, J. G.
Fullon, Dr. W. G.
Gast, J. J. de
Glover, C.
Grave, A. W.
Grone, Dr. F.
Grone, Mrs. F.
Hall, Capt. T.
Hardie, F. H.
Harrell, U.S.A., Lt. F.
Holcomb, Mrs. F. P.
Holt, B. G.

Innes, Capt. R.
Jones, Dr. & Mrs. Evan Kerr, F.
Laird, A. H.
Large, B. J. C.
Lavers, C. H. and Chinese servant.
Lewis, A. R.
Lugebil, V.
Macdonald, D.
Marriott, Dr. O.
McAran, T. P.
Merlees, Mrs.
Miller, P. L.
Moon, Mr. & Mrs. F. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Newington, A. G.
Olliffe, O. C.
Packard, B. L.
Parfitt, W. A.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Reel, Dr. L. R.
Roach, Mrs. J. S. and child.
Rochet, L. F.
Saavedra, J. F.
Scott, J. Gray.
Scott, Mrs. J. G.
Scott, J. J.
Skott, C.
Stein, A. L.
Watkins, Miss E.
Whitlow, A. W.
Wright, Mr. & Mrs. T.

Adams, F. R. J.
Barnett, H. J. C.
Brown, C. A.
Dann, G. H.
Fairchild, H. J.
Frost, B. L.
Gaskell, Mr. and Mrs.
Jameson, P. S.
Marchant, Capt. and Mrs. children.
Albert, R. E.
Böhmer, H.
Casperen, H.
Chandler, Lieut. Army.
Eduard, Lieut.
Daidrup, L.
Dubriel, R.
Fischer, Ch.
Görcke, Mr.
Grahowski, Mr. and Mrs. Fred.
Hales, G. L.
Hansen, Capt. W.
Thurwell, R.

Donfield, Miss Julia.
Buller, Capt.
Hall, J. S.
McAnab, W. S.

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
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Rainfall

Sept. 15 at 10 a.m.
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Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Sept. 15 at 10 a.m.
Sept. 15 at 4 p.m.
Thermometer 29.86
Barometer 85
Humidity 72
Rainfall

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRANEAN AND BLACK SEA
PORTS.

The S.S. "ERNEST SIMONS"

Captain Aillard, will be despatched for
MARSEILLES on TUESDAY, the 19th
September, at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. *Dumbéa* bound for Mar-
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 3rd October.
S.S. *CALEDONNIEN* 17th October.
S.S. *OCEANIE* 31st October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th September, 1905. [17]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Capt. C. D. Goldsmith, R.N.R., carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 23rd Sept.,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Himalaya*, 6,898 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 4th November.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 9th September, 1905. [12]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIL, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	At Sept. 17
<i>Pleides</i>	3,753	F. G. Purinton	" Oct. 7
<i>Shawmut</i>	9,606	E. V. Roberts	" Oct. 14
<i>Tremont</i>	9,606	T. W. Garlick	" Nov. 4
<i>Hyades</i>	3,753	Geo. Wright	"

† Cargo only.
Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw S.S. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensure steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
arrived in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 8th September, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES:

&c., &c., &c.

Telephone 256.

DEPOT

EASTMAN'S

KODAKS, FILMS,

AND
ACCESSORIES.

AMATEUR WORK PROMPT and CAREFUL ATTENTION.

(Hongkong, 16th May, 1905)

To Let.

TO LET.

No. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large
Rooms also Bath Rooms and Five
Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA,

20, Connaught Road.

Hongkong, 15th September, 1905. [934]

SHOPS TO LET

IN

QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession at an early date; and No. 25, under
HONGKONG HOTEL.

For Particulars, apply to—

W. BREWER & Co.

Hongkong, 12th September, 1905. [921]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

No. 15, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th August, 1905. [69]

TO LET.

No. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naptha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$50,000	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66 67 for first half-year 1905	5 % \$100 buyers (London 90) \$38 buyers	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739	\$150,494	\$17 for 1903	5 % \$335 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$141,992 \$162,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2 % \$80 sellers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 700,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 £30,000 \$172,749 \$83,116 \$84,773 \$79,000 \$5,830 \$1,000,000 \$218,933 \$2,241	\$2,078,997	\$35 for 1903	4 1/2 % \$275 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,000 \$5,300 \$1,000,000 \$218,933 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$172 1/2	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,850,000 £85,439 \$250,000 \$600,000 \$145,376 £120,000 £21,150 £1,999	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	10 1/2 % \$336 sales	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$145,376 £120,000 £21,150 £1,999	\$8,832	\$1 for 1904	5 % \$20 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 £1,205,505	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 buyers	
Hongkong, Canton & Marseilles Steamship Co., Ltd.	20,000	\$15	\$15	{ \$1,000,000 £1,205,505	\$8,054	\$1 for first half-year 1905	7 1/2 % \$164 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £21,150 £1,999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 % \$93 sellers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Interim of Tls. 2 for 1905 Interim of Tls. 1 1/2 for 1905	7 1/2 % Tls. 58 sales	
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 12,500	Tls. 21,882	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 % Tls. 48 1/2 sales	
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,116	£58,852	{ Interim of 1/- (Coupon No. 5) for 1904 \$1.80 for year ending 30.4.1905	4 1/2 % \$33 sellers	
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$5 \$5	{ \$24,257 \$400,000 \$21,075 \$139,153 Tls. 98,000 Tls. 194,479 Tls. 78,000 Tls. 81,200	{ \$29 \$21,231	{ \$0.90 for year ending 30.4.1905 \$10 for 1904	{ 5 1/2 % 6 1/2 %	{ \$25 sellers \$142 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,075 \$139,153 Tls. 98,000 Tls. 194,479 Tls. 78,000 Tls. 81,200	\$21,231	\$10 for 1904	6 1/2 % \$142 1/2	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 15,000 Tls. 194,479 Tls. 78,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 % Tls. 29 sales	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 £150,000 Tls. 100,000	\$42,812	Interim of \$10 for 1905	10 1/2 % \$230 buyers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	...	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 % Tls. 68 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 £12,289	£7,820	Interim of 1/- (No. 4)	...	
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,100 £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 % Tls. 140 buyers	
Fenwick (Gen.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 on old capital First year	7 1/2 % \$27 buyers \$25 buyers	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$250,000 \$88,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	5 % \$102 sales	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$41,500 \$55,500 Tls. 487,210	\$501,332	\$6 for first half-year 1904	6 1/2 % \$191 sellers	
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	{ \$55,500 Tls. 487,210	\$489	\$1 1/2 for 1903	7 % \$17 sellers	
Shanghai and Hongkong Wharf Company	39,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 10,711	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 % Tls. 186 sellers	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 \$206,645	\$206,645	\$20 for 2nd half year making \$25 for 1904	6 1/2 % \$100 buyers	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 192 1/2 buyers	
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$14,516 Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2 % Tls. 135 sellers	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 % Tls. 135 sellers	
Central Stores, Limited	6,000	\$15	\$15	\$12	\$1,502	Final of 60 cents making \$1.80	10 % \$18 sales	
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None	...	
Do. (New Issue)	24,000	\$15	\$15	{ \$648,975 \$31,087	\$10,126	{ \$5 for first half-year 1905 \$1 for 1904	7 % \$71	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$31,087	\$10,126	\$5 for first half-year 1905	7 % \$146 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 20,986	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 % \$126	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.10.1904	13 1/2 % Tls. 191 buyers	
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,994 \$50,000	\$11,958	Interim of \$4 90 cents for 1904	7 1/2 % \$105 \$124 buyers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none \$50,000	\$377	\$3 for 1904	7 1/2 % \$40	
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ Tls. 828,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 % Tls. 122 sellers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ none Tls. 67,300	Tls. 670	Interim of Tls. 3 for 1905	12 % Tls. 45 sellers	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	6 % Tls. 137 buyers	
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ none Tls. 5,150	Tls. 5,150	None	...	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none Tls. 5,150	Tls. 5,150	Interim of \$1 1/2 for 1905	6 1/2 % \$55	
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 5,150	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 % \$55	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none \$30,000	Tls. 12,844	Tls. 4 for year ended 31.10.1905	8 % Tls. 52 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 Tls. 30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 % \$144 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 31,659	Tls. 13,629	Interim of 3 1/2 for 1905	...	
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 5,658	Tls. 10,000	Interim of 4 1/2 for 1905	...	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 23,050	4 % for 1897	...	
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none £314	£770	First year	...	
Leil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none £8,000	\$1,182	1/3 per share for 1904	...	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none £8,000	\$1,182	\$3 for 1904	...	
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000	Nil.	\$1 for 1904	...	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	...	
China Light and Power Company, Limited	50,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000	\$3,739	None	...	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000	\$1,581	80 cents for 1904	...	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 30,000 Tls. 30,000	...	\$1 1/2 for year ending 31.7.1903	...	
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$400,000 \$500,000	\$95,054	\$2 for 1904	7 % \$28	
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$188,000 £25,394 £3,000	\$7,551	Final of \$1 1/2 making \$2 1/2	5 1/2 % \$27 buyers	
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 % \$175 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none \$50,000	\$2,151	{ \$100 50 cents for year ending 30.4.1905	6 1/2 % \$16 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$50,000	\$4,796	\$15 for year ending 30.11.1904	7 % \$215 buyers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$50,000	\$5,356	Interim of \$4 for 1905	7 % \$257	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 \$50,000	\$11,137	\$10 for 1904	7 % \$152 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 25,000 Tls. 25,000	\$2,500	Interim of 50 cents 30.9.04	13 1/2 % \$14	
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 28,210	\$21,582	Final of \$5 making \$14 for 1904	9 1/2 % \$145 sales	
Maatschappij tot Mijn, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 19,465 Tls. 19,465	Tls. 38,949	3rd quarterly of Tls. 2 1/2, paid 15.9.05 mak- ing 50 far Tls. 15 for 1905	...	
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 117,638	Dr. Tls. 117,638	Tls. 5 for 1902	...	
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 117,638	Dr. \$5,537	First year	...	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 % Tls. 122 1/2 buyers	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 108,172 Tls. 45,000	Tls. 9,751	Interim of Tls. 6 for 1905	7 1/2 % Tls. 80 sellers	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	8 1/2 % Tls. 155 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 25,000	Tls. 1,297	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 170,000	Tls. 17,290	Interim of 15/- for 1905	4 1/2 % Tls. 440 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ none Tls. 170,000	Dr. \$5,068	None	...	
South China Morning Post, Limited	6,000	\$25	\$25	{ none Tls. 170,000	\$5,644	60 cents for year ended 31.5.04	7 1/2 % \$30	
Steam Laundry Company, Limited	15,000	\$5	\$5	{ none Tls. 170,000	\$700	\$5 for 1905	...	
Straits Ice Company, Limited	2,000	\$100	\$100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 % Tls. 135 sellers	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 % Tls. 135 sellers	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$22,000 Tls. 4,000	\$551	{ 80 cents \$19.80 for year ended 31.5.1905	9 % \$9 buyers	
Do. (Founders)	100	\$10	\$10	{ \$22,000 Tls. 4,000	\$551	{ 80 cents \$19.80 for year ended 31.5.1905	11 % \$180	
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The Hongkong Telegraph.

MAIL SUPPLEMENT.

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BIRTHS.

On the 7th September, at Shanghai, the wife of J. NOLAN, of a son.
At Kobe, Japan, on 10th September, 1905, the wife of WALTER RUSSELL McCALLUM, of a daughter.
Hongkong and Shanghai Banking Corporation, of a daughter.

McCUBBIN.—At Port Glasgow, Scotland, the wife of J. McCUBBIN (Hongkong Gas Works), of a son.

MARRIAGE.

On September 12th, at the Registrar's Office, Hongkong, by special licence, E. BORA VAN DEN BERG, daughter of Dr. Simon Van Den Berg, of Antwerp, to HARMAN H. BODEMEIJER, C.E., of Shanghai.

DEATH.

At Johore Bahru, Malay Peninsula, on the 5th inst, Dr. W. D. PERRY, from injuries received in a carriage accident, aged 37.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATUITO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 16, 1905.

THE DISTURBANCES IN TOKIO.

(9th September.)

The serious disturbances amounting to riot, which have taken place in Tokio as a result of the people's dissatisfaction over the terms of the peace settlement concluded by the Japanese plenipotentiaries, have assumed very grave proportions. So serious, indeed, have the riotous conduct of the mob manifested itself, that it became necessary for the police to use armed force to restore order for the time being and for the guards to be called out to prevent the residence of the Secretary of State for Home Affairs from total destruction as the work of incendiaries. The newspapers in the Japanese capital, with a single notable exception, the *Kokumin*, a recognized semi-official organ, were of the opinion that Japan should not have been too complacent in the terms for the conclusion of peace and some

of the more notable opinions of the leading vernacular journals may be taken as expressive of the voice of the people in Japan. As showing the lengths to which criticism of the Government had reached, it is sufficient to point to our special cable message to-day which announces the interdiction of two of the leading newspapers in Tokio—the *Nippon* and *Yoshida*. From exchanges received yesterday we have some of the most recent Press comments on the progress of the negotiations at Portsmouth, N.H., and from them it is not difficult to deduce the trend which Japanese public opinion was then taking as concession after concession was made from the Japanese claims which, as stipulated at the outset, were considered to constitute the victor's irreducible minimum for a cessation of hostilities. We present below to our readers a translation of one of the leading journals' comments as typical of the rest, for which we are indebted to the columns of the *Japan Chronicle*. The *Yokohama Asahi*, writing before the news of the Saghalien compromise, held that the situation was decidedly gloomy and appeared to offer little chance for a successful settlement. However, in the quarters which were supposed to be well informed on diplomatic matters, it was believed that there was still sufficient room for successful conclusion of the Conference. In short, it was taken for granted that either Russia or Japan, or both, would finally make concessions to such a degree as to be mutually suitable. At the outset the Japanese Government made it known to the world that Japan's claims constituted the "irreducible minimum," and the Powers seemed to have agreed in thinking that the claims do not err on the side of severity. As for the Japanese people, they have been surprised at the exceedingly moderate nature of the demands made by the Japanese Government; but, having been assured that they would admit of no reduction, they expected to see the return of peace on that understanding. "But what has happened? The Japanese demands, framed on the so-called 'irreducible minimum' basis, were being whittled away little by little, contrary to the general expectation of the people, while Russia, by an astute manipulation of the situation, was recovering by diplomacy what she had lost in war. Russia had managed to return to the enjoyment of the most favoured-nation clause treatment in Korea, while admitting Japan's predominant rights; Russia had made Japan pledge the return of Manchuria to China and open the country to the trade of the world with the simultaneous evacuation of Manchuria; and while agreeing to the prohibition of the carrying of soldiers or military stores on the Vladivostok railway passing through Manchuria, Russia had placed a similar restriction on Japan in respect of the Port Arthur line. If the positions of Witte and Komura had been reversed, the former could not have made more concessions than the latter had agreed to. The sum total from the Peace Conference would seem not to be in the same proportion as what Japan had achieved in the field of arms. The concessions made by Komura as regards Manchuria would have such an effect as to place Japan under restraint similar to that which Japan desired to apply to Russia. Our vernacular contemporary goes on to affirm its opinion that so far (that is, on the 30th ult.) the result of the peace negotiations bore out the fact that the concessions made by Japan are much larger than those made by Russia. "The terms of peace thus far agreed to by Russia are of such a nature that she can hardly refuse them, whereas Japan is conceding in favour of Russia to an unnecessary extent. Later reports say that although Japan is prepared to abandon her demands regarding the limitation of the Russian naval strength in the Pacific and the transfer of the interned vessels, Russia has not yet agreed either to pay an indemnity or to evacuate Saghalien. Under such circumstances, it is rather inexplicable why the Japanese should do not break off the negotiations, for the Japanese do not desire peace at any price. Suppose peace is concluded by Russia agreeing to pay an indemnity and cede Saghalien, as demanded by Japan, and the latter waives her claims for the limitation of Russian naval power and the interned vessels, the conclusion of peace on such terms is certainly not of a nature calculated to permanently assure the peace of the East, and consequently it will not be regarded as satisfactory to the Japanese. The war, once undertaken, should rather be pushed to the bitter end than peace made on such unsatisfactory terms. The arrogant attitude maintained by Russia goes to show that the time is not yet ripe for the negotiation of peace."

SUBORDINATE OFFICIALS' SALARIES.

(11th September.)

Sir Andrew Nathan's address to the Legislative Council on Thursday, when introducing the Estimates, for next year, is admitted on all hands to be one of the most comprehensive speeches that was delivered at the legislative board for many a long day. By those who have carefully perused this most important gubernatorial statement, it is unanimously agreed that within the year and a half of his government of the Colony, His Excellency has acquired a better insight into the details of the various departments of administration than most of his predecessors had done during their whole period of office. We were pleased, at first glance, to observe that Sir Matthew touched upon one point with regard to the estimates for expenditure, viz., the scale of salaries for sub-

ordinate officers in the service of the Government, which have a very direct and by no means unimportant bearing upon the smooth and successful internal administration of the affairs of the Colony. We are loth to confess that, having read through the solid column of his Excellency's remarks under this heading, we were not particularly struck by the liberality of the proposed new grading scheme of salaries in substitution for the old classification scheme which proved such a fruitful source of dissatisfaction to junior members of the subordinate branch of the Service, leading to the resignation of many good and promising young hands from the Public Service as soon as better prospects were held out to them in the mercantile firms and commercial houses in the Colony. The sum total of the benefits expected to arise out of the new scheme are, in the words of the Governor, that "it provides the encouragement of annual instead of biennial increments in the upper classes, doubles the amount of them, and the maximum salary of each class is separated from the minimum salary of the class above it by the amount of one increment." It is advocated for the system that it offers to a young man with the necessary educational qualifications who joins either of the lowest classes the chance of fairly regular promotion throughout his career, but which starts from a minimum salary of \$400 per annum to a maximum of \$2,040 (or \$60 actually below the existing classification scheme) after a period of continuous service of thirty-two years. In other words, a young man, say of eighteen years of age, joining at a miserable pittance of a wage of \$30 a month, cannot aspire to draw a better salary than \$170 a month upon the attainment of his fiftieth year of age, or thirty-second of service—well, honourably and faithfully performed to the Crown. His salary, by the way, is all the time subjected to a deduction of five per cent. as a contribution to the Widows' and Orphans' Pensions Fund which, at best, is of doubtful benefit if he be married; but which is forfeited by half to Government if he remain single at the termination of his period of service. We have on various occasions strenuously advocated, in these columns, for a more just and liberal treatment of the subordinate officials in the Government Service, who by comparison with the Civil Service proper or with those to whom double exchange compensation is granted, suffer to the extent that they are inadequately and poorly paid for the services rendered by them to a prosperous and progressive Colony. We make bold to join issue with Sir Matthew that the grading scheme which His Excellency has devised will help to invite to the service of the Colonial Government a better class of junior subordinate officials which the classification scheme so signally failed to retain in the lower branches of the Public Service. Representations have already reached us that the tentative proposal falls far short of the ideas of a large majority of the employees of Government, who see, not without just cause, a wide disparity between the scale of their salaries and that of officers drawing salaries on a sterling basis, in very many cases for duties requiring far less intelligence, no educational qualifications, and with no immediate or personal responsibilities to the heads of departments. One other fruitful source of complaint is that, upon a vacancy (either temporary or permanent) occurring in a public department promotion from another or the same department does not go by seniority or merit; but it has happened that an officer comparatively new to the Service is given precedence over others who hold that their claim is superior to that of the appointed officer. A recent case may be cited as an illustration, when the acting chief clerkship at the Magistracy was filled by an officer from the Sanitary Board with not three years' service. In quoting this instance, we do not wish to be misunderstood as casting any disparagement on the present holder of the office; but cite it, as we pointed out, as one of the instances out of several others which furnishes cause for appointments in the Public Service being regarded with so little favour by the general body of eligible candidates who find it more to their advantage to seek employment out of the Government as soon as inducement is offered them. Thus will the Service of the Colony be almost invariably manned by new recruits who regard it only as a convenient stepping stone for more lucrative appointments when they are given them in mercantile firms in and out of Hongkong. Unless a radical change be effected on more liberal lines we have no hope that the grading scheme on its present basis will effect any material, permanent improvement in the subordinate branches of the Government Service.

THE ANTI-AMERICAN BOYCOTT.

By the publication of the verbatim report of the discussion at Government House held between U.S. Secretary of War, Mr. W. H. Taft, and certain members of the Chinese community, our Chinese fellow-citizens will have received considerable enlightenment upon a subject which has aroused so deep a feeling of resentment amongst the people throughout the length and breadth of the Empire. It may be useful at this stage to take a retrospect of the movement that culminated in the present agitation against the United States and its manufactures. The indignities to which Chinese immigrants into America were subjected had for many months past reached the notice of their countrymen at home, and as soon as the old Immigration Treaty expired in December last, many of the influential Chinese in China met at the principal centres to consider ways and means whereby they could enter a strong protest as an earnest of their feeling against

the contumely their brethren had been made to suffer at the hands of the officials of the Bureau of Commerce and Labour since July 1, 1903, when the enforcement of the Exclusion Law passed into that Department. It was towards the end of June last that 200 of the leading merchants of Peking, with representatives from almost every province except Fukien, debated on the question for four hours, and then signed an agreement not to purchase any American goods. As an earnest of their resolution they also entered into a compound guarantee bond, involving a 50,000-dollar penalty for any infringement of its provisions. "Those who know the force of guarantees in China can hardly doubt the earnest of the meeting," says the *Peking Times*. At the same time 630 students, representing 26 different schools and colleges, were assembled in another part of the city, adopting the following resolutions:—

(1) From this date on we will buy no more American articles. (2) We undertake to advise all our relatives and friends to do the same, and to explain to them the reasons for this action. (3) Whenever we meet Americans we will treat them with courtesy and respect and urge all others not to create any trouble in this way. (4) We will, as students, make it our business to ascertain that all these resolutions are duly observed and carried out. (5) We will make the result of this movement in all districts and provinces where it is being adopted. (6) We promise to introduce it wherever it is at present unknown. (7) Every encouragement must be given to the improvement of Chinese manufactures, so that they may compete with the excluded American goods. (8) We will invite the writing and circulation of essays and articles on the question. (9) In each school there must be one or two students who will study and lecture on this subject, and exhort the people not to buy American goods. (10) All these resolutions must be faithfully observed in their entirety.

Shanghai, the principal commercial centre of North China, immediately became the fulcrum of the agitation whence telegrams and written representations were despatched to the remotest part of the world where any Chinese commercial associations existed or wherein any body of their traders resided whose sympathy could be enlisted in what has been regarded as a national cause. The sentiments of the Chinese at all times readily susceptible was at once appealed to, and the object of the central organizing association in Shanghai became easy of attainment. In response to their invitation Canton, one of the first ports approached, promptly fell into line with the Northern settlement, and the movement gradually spread until the merchants of far-off Bangkok in the South as well as the magnates of the Straits and the wealthy mill-owners of Saigon promised enlistment in a cause for the upholding of their national dignity. When the Northern representation reached Hongkong, however, the irresponsible natives without any loss of time entered into the movement with an energy that did more credit to their spirit of enthusiasm than their discretion. The resort to obnoxious placards and the dissemination of objectionable literature tended to frustrate rather than to promote the end which they sought to serve. The better-informed, the educated, gentlemen of the Chinese community, however, were guided by a conciliatory spirit and endeavoured to ascertain the feeling of the people by such constitutional means as were prescribed by law in Hongkong. But the petition from the Chinese Commercial Union for the holding of a public meeting was vetoed by the Governor, and in the circumstance whatever may be the tacit doctrine of individual members of the Chinese residing in Hongkong, it is clear that anything like a combined movement on their part would place them within the limits of an infraction of the law for the peace and good order of the Colony. Secretary Taft's visit to Hongkong last week was a fortuitous circumstance, and advantage was taken of his presence in the Colony for the discussion of the boycott at Government House last week. With what result readers of the *Telegraph* now know from the full report appearing in these columns on Tuesday. It is obvious from the position taken up by Mr. Taft as the delegate of the U. S. President that the suggestions proffered by the Hon. Dr. Ho Kai on the evening of the Conference will be very carefully weighed, and that a most sympathetic ear will be granted to the representations of the Hongkong Chinese, whose number at Government House the other day might, in our opinion, have been usefully and representatively augmented by the inclusion of such names as give greater weight and prominence to the commercial interests of the Hongkong Chinese. Of the four suggestions put forward by the senior unofficial Chinese member of Council, one has already been met. We have it on an essentially reliable authority received by the last American mail that the grievances arising out of the Detention Sheds have been redressed. As a result of the meeting of the Merchants' Exchange at San Francisco on the 10th August when President Roosevelt was memorialized on the subject of the boycott, a subsequent meeting was held when a California delegation in Congress was invited to be present. Senator Perkins responded to the invitation and went to the meeting with a communication in which a Federal official, Mr. H. H. North, of the Labour Immigration Service at San Francisco, reviewed, seriatim, about all charges that have been made relative to the administration of the Chinese exclusion law on the Pacific coast, contradicting several and explaining others. So far as the complaint of poor quarters on board ship or at the detention shed is concerned Senator Per-

kins explained that that was a matter entirely out of the jurisdiction of the United States, as the law has left Chinese applicants in the custody of the steamship company, whose duty it is to look after those Chinese until their cases are finally disposed of. Fortunately, however, a generous appropriation has been secured for the building at Angel Island, in the bay of San Francisco, of a very fine immigrant detention station, which in the near future will provide most needful and comfortable accommodations for detained classes, as well as all other aliens in similar condition arriving at San Francisco. The speaker knew of no provision of the law that would prevent any Chinese stopping at the best hotels in the town, pending action, in the case of his being so detained. It is simply a question of dollars and cents between himself and the steamship company as to what kind of accommodation he has. Under the exclusion law the custody of an arriving Chinese is in the hands of the steamship company until he is finally landed. In presence of so satisfactory an explanation and after the assurance of Secretary Taft, the Chinese would be well advised if they should desist from carrying on a movement that can now result in no good. No better attitude could be taken at this juncture than the adoption of a Fabian policy until Mr. Taft's undertaking of the 5th inst., which has been unofficially flashed across the wires to the States, reaches the President in the form of a despatch and after Congress meets and discusses a fresh treaty, wherefrom it may safely be assumed that all the objectionable features of the old treaty will be removed. We are given a fair insight into the new compact in a draft, purporting to be that of the new treaty, reproduced elsewhere in this issue.

THE VICEROY AND INDIA.

(12th September.)

It is generally recognised that Lord Curzon passes away from the busy scene amidst a chorus of encomiums. We all realise as it were, suddenly, that he has been one of the greatest viceroys of the past century, and at this moment, when the Curzon era is still passing, it is impossible to estimate his services to King and country. Alike from followers and from opponents one hears cordial and graceful expressions of regret for a public loss, admiration for conspicuous abilities and services, and the hope that the ship of State in India may have such a vigilant and capable guide in Lord Minto as she had in the one who has now withdrawn his hand from the helm. Columns in the Press of India are devoted to the subject, the leading journal, the *Englishman*, in an editorial voicing the universal regret at his resignation and remarking upon the "tragedy of the sorry close, so far as India is concerned, of a brilliant career." The Calcutta journal believes that if he had taken the step of resigning a couple of months before and endeavoured to procure the retirement en masse of his colleagues, who were unanimously in agreement with him, it could scarcely be doubted that the Home Government would have given way, and if it had been so foolish as to yield considers that its most precarious position would have been complicated to an almost intolerable extent. As it is Lord Curzon was "out-witted and out-manceuvred at every turn, not as it now appears, by that paragon of an Indian Minister, who probably represents the intellectual Nadir of the present feeble Government, but by the Prime Minister himself." *The Statesman* says that "Lord Curzon has aroused not criticism only, but furious opposition and impassioned resentment by his general policy during the past three years, and has seemed to many the embodiment of a hard and illiberal creed, almost the fanatical expression of complete distrust of the people and their instructors. Yet all men have seen in him and have acknowledged with admiration and astonishment a grasp of administration, a power of labour and a devotion to an ideal sense of duty, which have very rarely been combined in so signal a degree in the person of a single public man." Reference is made in the *Madras Mail* to the fight he made for the constitutional principles underlying the whole fabric of British rule in India, and to safeguard its civil and financial control over military administration and expenditure. Cablegram control from home is a new danger, it says, which threatens to compromise the dignity and responsibility of the Viceroy. The *Madras Times* deprecates the discourteous tone which, throughout the controversy, has been adopted towards Lord Curzon, and compels the belief that it was the fixed intention of the Home Government to force his resignation, by placing him in such a position that he could not continue in office. One cannot, however, get beyond the fact that the views of the Viceroy's resignation was received with quite other feelings by certain sections of the Indian people especially by the citizens of Bengal. From a Calcutta wire we learn that so far as it is articulate public opinion in that Province is almost, if not altogether, unanimous. Bengal in a word, is jubilant, and the Viceroy's resignation is regarded, not only as fortunate, but as providential, since it permits the hope that the partition of Bengal will not be carried through. The *Amrita Bazar Patrika* says:—"There is not one among educated Indians, who is not feeling that he has at last been relieved of a frightful nightmare, which has been sitting upon his breast for these six years. Lord Curzon rose like a rocket and has fallen like its stick. He leaves these shores unregretted, unrecognized, and unaccompanied with by every Indian." The other native papers write in a

similar strain. The *Patriot* is the only one to express regret at the circumstances of his departure and ascribes his failure to over-zeal. Some of these latter reflections are certainly stern and hard to read, and it is well to be able to turn from the false chord in the testimonies and read the appreciation of the King-Emperor. On the 22nd ultimo the King wired from Marienbad, to the Viceroy.—"With deep regret, I have no other alternative but to accept your resignation at your urgent request. Most warmly do I thank you for your invaluable services to your sovereign and your country, and especially to the Indian Empire. Most sincerely do I hope that your health may improve." To this Lord Curzon replied:—"I am deeply touched by your Majesty's generous message, which has cheered me greatly. The happiest feature of my service in India has been the gracious consideration which I have never failed to receive from your Majesty." With regard to his successor there was speculation, as it was felt that more than one possible candidate for the post might hesitate before accepting the Governor-Generalship under the present conditions. When, however, the announcement was made of Lord Minto's appointment there was considerable relief as it was feared in many quarters that Mr. Brodrick wished to assume the Viceroyalty. The selection was not altogether unexpected, and it is pleasing to find that a good deal of satisfaction is expressed at the appointment. It shows that, after all that has come and gone, the spirit of chivalry, and the appreciation of high character and great abilities devoted to the empire are not lost sight of, while under the circumstances the welcome to be extended to one who has to bear the chief responsibilities of a great country is sure to afford a striking proof of the unanimity of the Empire in its well-being.

RAILWAYS IN CHINA.

(14th September.)

Several telegrams have appeared in our columns of late relative to railroad concessions in China, and from their purport it is not difficult to gather that the Board of Foreign Affairs is not disposed to see the projected railways in China controlled by foreigners. This view is correct does not admit of much doubt since American exchanges to hand point to the fact that at the recent interview of the Chinese Minister with President Roosevelt over the disposition of the Canton-Hankow Railroad it was plainly shown that the Imperial Government at Peking was determined to wrest the control from the hands of the American concessionaries. It appears that before the interview was held the Chinese Minister avowed the desire of China to purchase the concession and disclaimed any threat on the part of his Government to seize the property. To the syndicate had been given the privilege of constructing a line of road 700 miles long between the city of Canton and the city of Hankow, with 200 miles of branches, tapping important mineral districts and commercial centres, and also the authority to raise the money to pay the expense of construction by the issue of \$42,500,000 gold fifty-year 5 per cent bonds, interest and principal being guaranteed by the Chinese Government. The proceeds of the bonds would have been sufficient to complete the road if they had been economically expended, but the whole thing has turned out to be a fiasco and nobody seemed to know anything about it until a few weeks since when it was announced that the American-China Development Company of New York had held a general meeting at which the members ratified the sale of the railway to China for the sum of \$5,750,000 gold. Nevertheless, an article published in the *Dragon Student*, which is dedicated to the Chinese Minister, submits that the Government at Peking had the legal right to cancel the contract owing to the failure of the American syndicate to comply with its terms and the deliberate violation of its provisions through the sale of its stocks to the French and Belgians. Upon this the *San Francisco Chronicle* remarks that there is no use in blinding ourselves to the fact that the exploitation of China by foreign railroad builders will not be tolerated hereafter by the Chinese. The writer in the *Dragon Student*, the contents of which one may presume has received the official approval of the Chinese Minister to whom it is dedicated, says emphatically that while "public opinion in China now is not against the construction of railways and the opening up of its resources," it is "strongly against the control of railway affairs in the hands of foreigners," by which is meant, of course, the representatives of the Western nations. The new policy of acquiring Government control of the American Canton-Hankow Railway concession is not limited to that enterprise, but it extends to all other concessions of a like character made to foreigners. The movement instituted for the transfer of the control of the Canton-Hankow line to the Imperial Government is only the beginning of the unfolding of the new policy. Mr. Chang, the writer, voices the latter when he says that "the people have good reasons to fear dangerous results from foreign invasion in the railway business. The Eastern Chinese railway in Manchuria, which was built by the Russians and has been entirely under Russian control," he adds, "a sufficient warning to the Chinese people that the control of a railway by foreigners naturally invites a foreign invasion." He continues: "Another warning recently presented itself to the attention of the public is the completion of the German

railway in Shantung, which is now threatening the whole province. "The Chinese," he asserts, "have now fully realized that a railway in foreign hands is a menace" and that the control of the Canton-Hankow Railway by a great foreign Power may threaten the whole of Southern China. They have no objections to receiving foreign capital or Government bonds or employing foreign engineers, "but an absolute control of a railway by a foreign individual or corporation is intolerable." The meaning of all this is, of course, apparent. China is beginning to realize the far-reaching effect upon the country of the extension of modern railways, and is desirous of controlling the means by which a great economic transformation is to be brought about in her empire. Should she carry out faithfully the programme of railway extension that has for years past been mapped out, the result will inevitably redound to the advantage not only of herself but to the foreign countries with which she has for so long been associated in the way of trade.

THE "MIKASA"

(15th September.)

It is difficult to realise that in time of peace and under conditions which were in the highest degree conducive to safety, the flagship of Admiral Togo should have been lost, and with it, 599 lives. The *Mikasa* was a modern warship in every respect; she had weathered the gales of the bleak coast off the Liaoting Peninsula; had been in every naval fight and skirmish since the beginning of the war; and had proved a valuable weapon in the hands of Admiral Togo. Yet, when all is over, an accident occurs and a historical career ends disastrously. We have no means at present of learning how the accident which terminated so tragically happened on the *Mikasa*. The appalling death-rate shows that there must have been some strange agency at work, for even in time of war the sinking of a warship is not necessarily attended by such startling results. When the *Petropavlovsk* with Admiral Makarov on board ran upon three mines and sank almost instantaneously, a large proportion of the crew was rescued. In the case of the *Mikasa*, however, out of a total complement of 735, no fewer than 599 are lost, while the vessel is presumably lying at anchor in a busy harbour. The details of the disaster are so tantalisingly meagre that we are compelled to search for some explanation other than that given that fire broke out on board and caught the magazine. A warship of this type of the *Mikasa* is specially constructed to withstand fire. In battle, the vessel is stripped of every piece of material that would suggest the remotest possibility that flames could get a hold on the framework from shell-fire. Then the magazine of a battleship of 15,000 tons is protected by every means known to naval architects. Inside and outside the magazine is defended by armour-belts; it is the danger-spot of the ship, for if the magazine is struck that is the end of the vessel. Yet the *Mikasa*, resting after winning laurels for herself, her builders, her crew and her Admiral is tamely—if spectacularly—allowed to become the victim of an accident. It is incomprehensible, and the result of the investigation which is bound to be held in Japan will be awaited with the utmost interest by all who have the welfare of the Japanese at heart, and by that large body of men, particularly in the Far East, whose duty it is to acquaint themselves with the minutest affairs of naval life.

JUNK LIGHTS.

If the Merchant Shipping Amendment Bill, which passed through committee of the Legislative Council yesterday, adequately deals with the question of junk lights it will certainly prove a boon to the shipping in the harbour. Time and again, when questions of collisions have been before the Courts, in which junks were concerned, the chief point has turned on the lights carried by the native craft. The Judges of the Supreme Court have repeatedly annulled verdicts on the character of the lights displayed, but without having legal provisions permitting the junk inspectors to deal with offenders in this respect, the remonstrances have gone practically unheeded. Recently a case came up before the Puisne Judge, the owner of a steam launch being sued for damages as the result of a collision with a junk. On that occasion there was produced in Court the lamp which it was alleged had been burning brilliantly at the masthead of the junk. A more dilapidated specimen of a lamp it would have been impossible to imagine. The wick was a piece of twine, and two sides of the lamp were gone. Yet the occupants of the junk strongly asseverated their conviction that the lamp gave a brilliant light, and even suggested that it was as good a lamp as the searchlight in front of steamers passing through the Suez Canal. Anybody who saw this paragon among lamps would have laughed at the idea that such a lamp could have been visible at two cables' lengths, but not so the junk-owner. When this degenerate example of a light was exhibited to the Court, the Puisne Judge remarked that he had frequently commented on the character of the lights borne by junks in Hongkong harbour, but without avail. What wonder was it that accidents occurred under these circumstances? The junks were a menace to the shipping of the port, and a danger to those on board. Now that the Attorney General has taken up this question of junk lights it is to be hoped that a salutary law will be passed requiring the junks to exhibit lights which are really lights, and not glimmers in the dark which might be mistaken for shadows on the water. "The question is one which every seafaring man refers to in no uncertain tone, and it certainly is high time that their grievance was rectified."

INJUSTICE TO HONGKONG CIVIL SERVANTS.

It has frequently been necessary of late to criticise the action of the Government and to call attention to what we have submitted were wrongful methods which had been set in operation. At no time is that a pleasant

duty, especially in Hongkong with its large cosmopolitan population, but it is only right that outside opinion on questions of the day should be stated and submitted for the benefit of those high powers whose orbits circulate far outside the common people, and who are, no doubt, guided by considerations unknown to those mainly affected by these so-called reforms. At the same time groundlings do feel keenly on many matters discussed at the Legislative Council, and bitterly criticise the character of the voting, when it seems to ignore their interests and leave them voiceless where subjects of vital importance to them are concerned. Indeed, it is their sense of impotence that occasionally touches them on the raw; but, of course, those on higher circles seldom hear the mutterings of the vulgar herd, and have few opportunities of consulting those who might be in the slightest degree termed representative of the working class. The latest grievance is found in a Bill which appears in the Agenda of the Legislative Council and reads as follows:—

"First reading of a Bill entitled an Ordinance to transfer to the General Revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to the Widows and Orphans of deceased Public Officers, and to make the payment of the same a charge upon and payable out of the said General Revenue." That Bill has been on the agenda for the last two meetings, but it has been postponed on each occasion, and, curiously enough, no copy of the proposed Ordinance has yet been circulated. That in itself is a peculiar circumstance, which we need not dilate upon at this stage. But coming to the character of the Bill as set forth in the title, we strike an old-standing grievance—the change from a bad system to a worse. This Widows' and Orphans' Pension Fund has almost invariably been the subject of the greatest irritation among civil servants. In a few cases it has proved, we cannot doubt, beneficial; but in the majority it has proved to be a method whereby the civil officers of the Colony could be lawfully bribed by the Government—in other words, it has proved an official "squeeze." We will submit some illustrations of the working of this Fund in support of our contention. To begin with it must be remembered that there is nothing voluntary about the Fund; it is a compulsory order that civil servants must pay a certain percentage of their monthly salaries to the Fund, no matter whether they expect to benefit from it or not. Take the case of a married man who has been in the service for a period of 15 or 20 years; his wife and children predecease him, and in disgust at the malignant effects of the Colony he decides to retire from the service and to return to his native land. All these years he has been contributing month after month to the Widows' and Orphans' Pension Fund, but now when he has resolved to retire all that money reverts to the Government. In other words, he is not entitled to a penny of the money which, it may be, against his will, certainly without his voluntary consent, he has been contributing to the coffers of the Government. He has been mulcted of that money, and has compulsorily made a gift of some 4 per cent. of his monthly salary to the Government. Had that civil servant paid the money into an insurance society, the money would have been returned to him on the maturing of the policy, provided he survived his wife and family; or at his death it would have gone to swell his estate. But the money would not have been irretrievably lost, as in the case of the Government Fund. There would, besides, have been the accrued interest to gather, but we may waive that point at present. Take another illustration, where a man resigns from the Service after a few years. If he be a married man his contributions during that period are absolutely lost. If he be a single man the Government waxes generous and refunds him half the total amount of money he has contributed, so that whatever happens the Government is on the safe side. The hardship to the civil servant is only a question of degree; the "squeeze" has been made. There is another case, in which a widow is concerned. In the particular case which we have in mind, the widow is entitled to the magnificent sum of something like \$5 per annum paid monthly from the Widows' and Orphans' Fund. That is to say, she has to call once a month at the Treasury and take a chair or a car home there can be very little left of that 42 cents. The thing is ridiculous; but it illustrates the methods of the Government, which is neither just nor generous. Under the new Ordinance, which proposes to appropriate the Widows' and Orphans' Pension Fund and incorporate it with the General Revenue of the Colony, it is to be supposed (in the absence of the actual terms of the Bill) that the Government sees a way of benefiting by the accumulation of the compulsory contributions from civil servants as years go by. Those contributions when accumulated may amount to a fabulous sum, as the Colony increases in population and the Civil Service—as a natural consequence expands. There are no statistics before us as to the ratio of the deaths to the number of contributors to the Fund, but we may take it that the present average will be maintained. In that case, and taking into account the rate of increase in the Colony's population, it will not be surprising if within the next half century the present accumulated sum would have grown to \$1,000,000—representing the contributions deducted from the salaries of Government officials. Now, we feel confident that many of those civil officers would far rather invest their money in annuities in any of the numerous insurance societies which are so ready nowadays to offer a maximum of return for a minimum of outlay. By its policy up to the present time, the Government has made a clear gain of some lakhs of dollars, and the process is to continue on even more advantageous terms—advantages for the Government we may be sure. Were the accumulated funds, which properly belong

to the civil servants, invested in the Colony we are quite certain that safe mortgages bearing interest at the rate of 7 per cent. per annum could be secured, furnishing a return not short of some \$15,000 a year on the existing Fund. That sum we may take it would be sufficiently adequate to provide for those entitled to draw on the Fund. As it is, looking at the proposition soberly, we cannot see where these contributions are to end. As the years roll on, the Fund would increase enormously until contributions would no longer be necessary, the interest on the accumulated sum being more than enough to meet all requirements. If in such a case the demand for contributions were suspended, a great injustice would be done to those whose contributions in the past had been confiscated. So to get over that difficulty, to hide their traces, the Government calmly throw the whole amount into General Revenue and neither the civil servant nor anybody else can tell then what has happened to the money. A really great scheme, indeed; the originator is a born actuary, and one whose services are of supreme importance to the Government. We cannot go into further details on this question on account of the limited space at our disposal. The subject is, as we have shown, hedged about with intricacies, and will involve a good deal of calculation. The scheme, as we have pointed out, is wholly bad; it is calculated to benefit the Government alone; all others are dealt with as so many pawns who are only tolerated because they are useful. It is hardly possible for any one to say a good word for the scheme, and we do not suppose any of the elected members of the Legislative Council will be found to support it.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE TOKIO RIOTS.

ATTACK ON CHURCHES AND SCHOOLS.

JAPANESE PAPERS INTERDICTED.

RIOTS ABATING.

[From Our Own Correspondent.]

Shanghai, 9th September.

10.25 a.m.

The riots in Tokio continue.

So serious an aspect have the disturbances assumed that the mob, in their violence, have attacked churches and schools.

Missionaries have also been made victims of the prevailing disorders. The Nicolai Cathedral is, however, saved.

The Japanese newspapers—the *Tokio Nippon* and *Yomiuri*—have suspended publication by order of the Police.

The Government are adopting more stringent measures for the suppression of the disturbance, the effect of which is already felt by the riots abating.

THE CABINET RETAINS OFFICE.

BY MIKADO'S AUTHORITY.

[From Our Own Correspondent.]

Shanghai, 13th September.

9.15 a.m.

The Japanese Cabinet have waited upon the Emperor for His Imperial Majesty's directions as to whether the members should retain office in view of the disapproval manifested by the people over the settlement of the peace terms.

The Mikado has authorized them to remain in office.

S.M.S. "SEADLER"

STRANDED ON KENT ROCKS.

[From Our Correspondent.]

Singapore, 9th September.

12.10 p.m.

The German cruiser *Seadler*, which left Singapore yesterday evening bound for Colombo, is ashore on the Kent Rocks, ten miles out.

She has not yet got off the rocks.

[S.M.S. *Seadler* is a German cruiser of 1,600 tons and was, until recently, stationed in China waters. She had the misfortune of running aground on the Trident Shoal at Labuan, on the 31st ult. After lighting her of her guns and other moveables of heavy weight she was able to get off the shoal on the 2nd inst, whence she proceeded to Singapore, and on leaving the Southern port last evening a second mishap befell her within a fortnight of the first.—Ed., H.K.T.]

A NAVAL DISASTER.

JAPANESE WARSHIP BURNT.

MAGAZINE EXPLODED.

599 MEN MISSING.

[From Our Own Correspondent.]

Shanghai, 13th September.

9.15 a.m.

It is officially announced that a Japanese warship, name not given, was on fire on the 11th inst.

The magazine of the burning man-of-war exploded.

Five hundred and ninety-nine men of the ill-fated vessel are missing.

The warship is reported to have now sunk.

[By the number of men missing, it is evident that the warship, whose name is not given by the Japanese Naval Authorities, must be one of the first-class cruisers or a battleship. The latter of the *Fuji* class carries a complement of 600 men; while that of the *Mikasa* (Admiral Togo's flagship) type carries 740 men.

The largest complement of the armoured cruisers is 672 carried by the *Izumo* and *Tsushima*. Those of the *Nishin* and *Kasuga* type do not have on board more than 500 men.—Ed., H.K.T.]

RODJESIVENSKY

QUARTERED NEAR KIOTO.

[From Our Own Correspondent.]

Shanghai, 15th September.

11.55 a.m.

Admiral Rodjesivensky is now quartered at Fushimi, near Kioto.

CANTON-HANKOW RAILWAY.

RAISING FUNDS.

TO PURCHASE THE CONCESSION.

[From Our Own Correspondent.]

Shanghai, 15th September.

11.55 a.m.

The Chinese Government have borrowed the sum of three million taels from the British on the security of the revenue derived from the Canton Imperial Maritime Customs.

It is announced that a money has been raised partly for the purpose of meeting the fund necessitated by the recovery of the Canton-Hankow Railway which the Government has acquired from the American concessionaires on the payment of \$6,750,000 (gold).

HUSBAND n. WIFE.

A DISPUTED DEPOSIT.

IN THE HONGKONG BANK.

11th inst.

Among the many matters which engaged the attention of His Lordship the Chief Justice at the Supreme Court this morning was an action of some interest to depositors in local banks. It was in the matter of the Code of Civil Procedure, ch. 23, Section 529, and in the matter of an application by the Hongkong and Shanghai Banking Corporation for relief against the claims of Mrs. Augusta Carnella Tavares made on behalf of herself and of her infant daughter, Julia Maria de Jesus Tavares, and against the claims of A. H. Tavares, husband of the said Mrs. A. C. Tavares.

Mr. H. E. Pollock, K.C., instructed by Mr. F. X. d'Almeida e Castro, appeared on behalf of Mr. A. H. Tavares, and said the question was whether a certain sum of the money deposited in the Hongkong and Shanghai Banking Corporation should be decreed by his Lordship to be property of the husband or of the wife, the defendant in the issue. The circumstances of the case were that in 1903 Mr. Tavares deposited a sum of money in the Yokohama Specie Bank in the name of his wife, and for some reason or another, about the end of last year he withdrew it with the interest which had accrued thereon. Counsel understood that the way in which he got it out was simply by writing his wife's name on the back of the deposit receipt. It appears, said Mr. Pollock, that Mr. Tavares is a gentleman who does not want everyone to know his affairs, and did not desire that everyone should know who had the money in the bank, and being a suspicious man he endorsed the receipt in the name of his wife. The money he took out he re-deposited in the Hongkong and Shanghai Bank and, following his previous tactics, he again deposited it in his wife's name. On the 5th July 1904, the deposit note was renewed, and according to the form of receipt read by Counsel, and dated 5th January last, \$5,000 was deposited in the bank with interest at the rate of 3 1/2 per cent. per annum. There was an important point in the case. At the time the plaintiff deposited the money he did not—so Counsel submitted he would have done, if he intended them as gifts to his wife—communicate with her.

His Lordship—that has been held in one case as not necessary. Mr. Pollock said it might not be necessary; but he would refer to cases at a later stage. At all events, without saying that it was absolutely a *res qua non* that his wife should be communicated with it was an important point for his Lordship to bear in mind. Another point was that the deposit receipt was kept by Mr. Tavares and was never handed to his wife, while the third important point was the fact that he had not been on good terms with his wife for some considerable time past, roughly since February, 1904.

The plaintiff was called and said it was his intention to live in Hongkong permanently. The sum of \$5,000 was deposited in the name of his wife, in the Yokohama Specie Bank, in January, 1903, for a period of six months. At the end of that period he withdrew the money by endorsing his wife's name on the deposit receipt. He did not inform his wife about depositing the money in her name. In January, 1904, he transferred the money to the Hongkong and Shanghai Banking Corporation in the name of his wife. The amount then was \$5,500. He neither informed his wife nor handed her the deposit receipt. In July, 1904, he added to this sum a sum which, together with the interest, brought the deposit up to \$6,000. He did not inform his wife of this. The reason for his depositing the money in her name was that his friends should not trouble him for loans, he having already lent money to his friends—some \$7,000 to \$8,000 being outstanding at the present time. He was not living with his wife now as she went to Macao last year and refused to return. He gave her \$3,000 when she left for Macao, but did not intend the amount deposited as a gift to her.

Case adjourned.

THE S.S. "YING KING'S"

PROPELLERS.

A CLAIM FOR WORK DONE.

13th inst.

In Summary Jurisdiction, at the Supreme Court, this morning, the hearing was continued, before the Puisne Judge, of the action in which the Ngai Lum firm of brass and iron moulders, Yau-mat, sued the Kwong Tak Cheong firm of shipbuilders, of Praya East, for \$457.17, being balance due for work done and materials supplied.

Mr. P. W. Goldring, of Bruton, Hett and Goldring, appeared for plaintiffs, and Mr. C. E. H. Beavis, of Wilkinson and Grist, represented the defendants.

At the outset Mr. Goldring said that the other side had already admitted a claim and it was now a matter of a set-off which, if his Honour held was good, would be questioned so far as the amount was concerned.

Mr. Douglas, marine surveyor, of the firm of Goddard and Douglas, was then called. He said he understood that the rent of the slipway for accommodating the s.s. *Ying King* was \$300 for the first day, and \$75 for the second day. Expert engineers would receive about 10 cents a day, and from a dozen to twenty men would be employed on the vessel at one time.

Mr. Beavis said that the defendants' case was as follows. In or about the month of October, 1903, the steamship *Ying King* was built, and the defendants ordered the Ngai Lum firm to make two propellers and do other work connected with the ship. These propellers were built and were examined by the defendant firm who rejected them as being unsatisfactory. Tong Cheong was informed of this and he promised to guarantee them for six months, partly because he was anxious to keep his business with the Kwong Tak Cheong firm and partly because that firm would save time and get the steamer in the water without delay. Defendants would not accept a verbal agreement, but asked the manager of the plaintiff firm to write a letter of guarantee, so Tong Cheong wrote a letter which, unfortunately, said Mr. Beavis, has "disappeared from my office during the last few days." The steamer was placed in the water in January, 1904, made her trial trip, and then started to run between Canton and Hongkong. Sometime about the end of May an accident occurred to one of the propellers through striking a rock, and shortly afterwards they were both examined by a diver as the result of which the defendant's manager ordered two new propellers. With regard to the one damaged in the accident the defendant firm were willing to pay, but would not undertake to make it good. The second as its construction was found to be unsatisfactory and it was believed it would not last any length of time. Plaintiff agreed to pay for a second propeller. In July, the *Ying King* was taken on the slipway by the Kwong Tak Cheong firm, and the propellers were again examined and were found to be of unsatisfactory make and of unsatisfactory material. The defects were pointed out to the manager of the plaintiff firm who undertook to pay for two new ones which were subsequently put in. The defendants now charged the plaintiff firm under the guarantee with the expenses of making the propellers, \$375, and the cost of fixing them, \$81. That was how the set-off arose.

Evidence was heard, and judgment eventually given for defendants.

ALLEGED EMBEZZLEMENT.

14th inst.

Yuen Chai Wan, bill-collector for the Li Sing Wau firm, was placed before Mr. G. N. Orme this afternoon, on the charge of embezzling the sum of \$192 of the property of the firm.

Mr. C. F. Dixon, of Mr. John Hattings' office, appeared for the prosecution, and Mr. Otto Kong Sing for the defence. For the prosecution it was stated that on various dates since February last the defendant received money in payment of bills due to the firm and did not account for the same. Evidence was led proving the payments.

For the defence Mr. Otto Kong Sing closely cross-examined the complainant, who said defendant was never a partner in his firm, but he was allowed to use the shop when he received money for the firm. He collected bills, and also brought business to the firm. Witness paid defendant no salary, but gave him 40 per cent. of all money collected by him, and on orders brought in. When defendant brought in a bill paid by Moonra for \$192 he did not ask witness for \$200, and he did not tell defendant that he could take the \$192 towards the \$200 he wanted.

Re-examined by Mr. Dixon, witness said that in March last no money was due to defendant whose account was all along overdrawn.

Mr. Otto Kong Sing here applied for an adjournment to enable him to get the cheque from the Chartered Bank which was chopped by complainant for defendant to receive the money and take it in payment of the money he wanted, and which complainant denied having chopped.

Mr. Dixon objected to any adjournment for the purpose of giving the defendant an opportunity to manufacture evidence. After further evidence was led showing that the defendant had the right to use the receipt chop of the firm, Mr. Dixon applied to have the defendant's statement made on oath, per in. The statement was to the effect that defendant did collect the \$192, and told complainant he was drawing the money against the account he had with the complainant. The case was then adjourned to the application of Mr. Otto Kong Sing.

A SECOND CHARGE.

The above defendant was then arraigned on the charge of embezzling the sum of \$172 received for various small bills.

Evidence similar to that in the above case was given and this case was also remanded till 7.30.

A CURIOUS CASE.

MARRIAGE LAW OF CHINA.

14th inst.

This afternoon before Mr. F. A. Hatzelund, Oldorio, Neves, signalman at Green Island, surrendered to his bail to take his trial on the charge, "for that he, the said Oldorio Neves, Green Island signalman, on the 10th day of September, 1905, at Victoria in this Colony did unlawfully, knowingly and without reasonable excuse harbour a Chinese woman named Mun Li Kwei, married to the complainant according to the law of China, and who had left the protection of her husband."

Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, appeared for the defence, Inspector Langley prosecuting on behalf of the Police.

Accused pleaded not guilty. Tseng Hong, complainant, said that he was married eight years ago to Mun Li Kwei according to the marriage law of China. Presents were sent and \$100 handed to her mother. He identified the woman, Mun Li Kwei, in Court, as his wife. The woman said her name was Josephina Neves. Witness, continuing, said the certificate was signed by the bride's father. There was no chop on it. Witness sent bridal chairs and his bride came in one accompanied by a go-between named Si Kiu.

Si Kiu was called and was identified by witness.

Mr. Goldring applied to have the document in question translated, and in order to have an official translation made, His Worship said the case had better be postponed.

Mr. Goldring raised the point as to whether the Ordinance applied to marriages contracted under the Chinese marriage law in Hongkong.

The case was here remanded till Tuesday next at 11.15 p.m.

GAMBLING GANGS.

GATHERED IN.

15th inst.

Yesterday was pay-day with the coolies employed in the Naval Yard Extension, and as a consequence no more than 60 had to face the magistrate this morning at the Police Courts, in "schools" of 11, 23 and 35, respectively. In the case of the first "school" Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared on behalf of the second defendant, and sought to set up an alibi, and applied for a remand on his behalf for further evidence. Chief Detective Inspector Hanson prosecuted.

Mr. Wilkinson said that his client was in attendance on a boiler which required watching, at the time of the raid, but Inspector Hanson proved that the man was with the gang at the time of their arrest. The case against the second defendant was then remanded, bail being allowed in the sum of \$50. The rest of the men had no defence beyond the usual "only looking on," and Mr. C. N. Orme fined the first defendant, the leader, \$30, and the remainder \$4, with the usual alternatives.

THE SECOND SCHOOL.

Next came a batch consisting of 23 coolies, all taken under-handed indulging in a game with money, dice, cards and other paraphernalia before them. Guilt was proved against them all, and His Worship fined the keeper \$25 each and the rest of the gang \$5 each, or alternative terms in Victoria Gaol.

THE THIRD CONTINGENT.

The previous cases disposed of, the biggest batch of the lot, 35 in all, then took their stand, completely lining three sides of the Court-room. Sergeant Gerrard proved the arrest of this gang and produced the mats, lamps, cards, dice money (\$36.6) found on the space around where the men were sitting. As in the other cases the accused endeavoured to set up various excuses, as to being there with a search of a friend, "passing by" and "on the way to work" when they were arrested. The leaders were fined \$25, ten of the players \$8, and the remainder \$5, all with alternatives of imprisonment.

THE COLONY'S FINANCES.

JANUARY—JUNE.

The Hon. Mr. L. A. M. Johnstone, the Colonial Treasurer, has submitted to Government a statement of the finances of Hongkong for the first half of the current year. From the statement of assets and liabilities on the 30th June it appears that the total liabilities were \$3,269,308.78, as against assets amounting to \$1,021,017.37, the leaving a balance of \$1,248,291.51 not including \$87,000 subsidiary claims in transit and \$2,133,795 the estimates of silver at the mint. From the comparative statement of the revenue and expenditure during the period under review, it is seen that the actual revenue up to the 30th June, including \$233,844.61 derived from land sales, was \$3,419,022.33 as compared with \$3,224,597.94 the increase, being accounted for principally through additional revenue, close upon \$250,000, coming to hand under the heading of "licenses and intern. l. revenue not otherwise specified." On the other side of the account a marked increase is noticeable, for whereas the actual expenditure to the 30th June last was \$3,415,359.65, the amount expended during the same period of the preceding year totalled \$3,035,857.57. The Post Office is responsible for increased disbursements amounting over \$320,000, while the payments on public works extraordinary came to \$540,976.36 as against \$519,343.29 in the corresponding six months of 1904, or an increase of \$121,633.07. Military expenditure, contribution to Imperial Government and expenses of volunteers show an increase of over \$60,000, while police, fire brigade and gaol are responsible for an addition of nearly \$30,000. Items showing decreases to the total amount of \$90,491.33, include \$56,468.45 public works, re-entrenchment, and Land Court, New Territory, \$7,911.95. Altogether the total receipts, with the opening balance, on 1st January, of \$326,413.17, amounted, on the 30th June last, to \$1,248,291.51, and the total payments, with an opening balance of \$12,155.48, stood at \$1,157,920.60, thus leaving a balance (overpaid) on the 30th June of \$1,499,597.41.

PROTECTION OF WOMEN AND GIRLS.

NEW RULES AND REGULATIONS.

The following rules and regulations made under section 47 of the Protection of Women and Girls Ordinance No. 4 of 1897 for the places of refuge mentioned in the Ordinance and for the women and girls residing therein, were made by the Governor in Council, on the 14th inst.

1. The home provided by the Pó Léung Kuk under the Pó Léung Kuk Incorporation Ordinance, 1893, shall be a place of refuge in which the Registrar General may order a woman or girl to be detained under sections 34 and 35 of the Protection of Women and Girls Ordinance, 1897.

THE ANTI-AMERICAN
BOYCOTT.

IMPORTANT VIEWS.

OF SECRETARY WM. H. TAFT.

SUGGESTIONS FROM HONGKONG CHINESE.

12th inst.

We have been courteously furnished, for publication, with the following memorandum of a conversation held in the presence of Sir Matthew Nathan, Governor of Hongkong, between Mr. Taft, Secretary of War of the United States, and the following Chinese gentlemen residing in Hongkong: Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuk, Messrs. Fung Wa Chiu, Lau Chi Pak, Ku Fat Shan and Leung Pui Chi.

Mr. Taft said:—I am very glad to see you, Sir. I have been very busy, but I have been good enough to ask you to come here in order that I may discuss with you the situation with respect to United States trade in the province of Canton and generally in China in view of the threatened boycott of United States manufactures. I am advised that the trouble has arisen out of a feeling of a sense of injustice on the part of Chinamen generally with respect to the enforcement of the exclusion laws in the United States. I ought to say that those exclusion laws are directed solely against the introduction into the United States of the coolie or strictly labour class, and that neither by treaty nor by law was it intended to exclude merchants or students, nor was it intended to subject them to contumely or insult in the formalities attending their admission to the territory of the United States. The Bureau of Commerce and Labour, though for some time nominally under the Treasury Department, acted really independently of the head of that Department, who trusted wholly the administration of affairs to the Chief of the Bureau. The Chief of the Bureau was actuated with a desire to prevent the violation of the law, and made rulings with respect to its construction which were formally concurred in by the Secretary of the Treasury and which were in a number of cases probably too narrow and severe. Not until the last year has the attention of the President and the Cabinet been seriously called to complaints with reference to the unjust operation of the law against merchants and Chinese students who have attempted to come into the country in accordance with their treaty rights, and then before even the boycott was threatened, the President directed the most searching investigation into the methods of the Bureau and announced his determination to put a stop to the abuses complained of. In public speeches in the United States with the full consent of the President, I alluded to this subject and spoke as follows:—

"Some allusion has been made to some remarks that I have made on the Chinese question. I had not been interviewed so many times in so many of your papers and made to take so many different positions; I should not think it important to re-state my position upon that question, because I know that you have a definite view, but my view generally is that we have reached a point in the life of our nation, where we are to be treated by other nations as an adult male; where we are to expect from other nations the same measure of courtesy and politeness and justice as we mete out to them. Now, then, understanding that all the nations of the world recognize that we are under no obligation to make this continent the dumping ground for their beggars and robbers and bad people generally, and therefore that we may pass properly, and with look them in the face after exclusion laws, which shall prevent this fair land of ours from being loaded down with people who do it no good. I also understand what we have arrived at an agreement with the Chinese nation, by which, because their people class when they come here as labourers, do not amalgamate and become citizens and do not promise to become a part of this country, that we may exclude them; that has been conceded by the Chinese nation and recognized by us; but, on the other hand, we have recognized that there are in China merchants, students and other people whom it would be an advantage to this country to have come here. Now we occupy toward the Chinese nation—by reason of the fact that the Chinese nation believes that we are not land grabbing in the Orient, and believes that we desire to do justice—we occupy a position which will give to us our interest in the trade which is awaiting development. Now, then, these are the premises. I ought to state that I am a policy with respect to these merchants and students that have a right to come here which will injure on them contumely and thus destroy the position we have by reason of our position towards China in international affairs. I say not and the State of California will say no, too; if the state of California knows her own interest and the interests not only of the wealthy men who carry on her enterprises, but of her labouring men. The labouring men make up the sinew of the country, and every time we increase our trade by one hundred millions, it means that seventy-five millions are going to labour. I say it is possible, in the interest of labour, to throw an insulting message in the face of China merely for the purpose of 'suing' a few persons who must look at this matter from a superficial standpoint. Now I hope I have made plain my view on the Chinese question. I am not criticizing the enforcement of the law, but what I am saying is that I believe by treaty or law, it is necessary that that insult should follow them and the treaties ought to be repealed because it is not the policy of this Government to favour their class. When you are doing a favour it is just as well to do it politely."

The above was spoken in San Francisco where there has been more of a prejudice on the subject of exclusion laws than any other part of the country. One of the troubles connected with the exclusion law was corruption existing in the consular system by which in many cases the certificate of the consul was wholly unreliable because procured through fraud. The President has taken decided steps upon that subject, has removed the officials conniving at this corruption and loose practice, and has restored by his proclamation proper evidential weight to the certificates of the consuls.

I can speak with certainty and confidence of the President's earnest desire that the classes of Chinamen, the merchants, students and others, who have the right to enter the country, shall not be in any way hindered in their free coming and going between China and the United States. It may be necessary in order to accomplish this that there be some change in the law of treaty, and if so the President will certainly take pleasure in effecting and recommending the Congress such reasonable changes. The method of securing this by boycotting is not a fortunate one. The illegality of the boycott and its violation of our treaty rights, I need hardly explain. The United States does not claim that the individual Chinamen are bound under the treaty to trade with any of our citizens. It does not claim that a number of Chinamen may not agree to withhold their trade from the United States; but it does insist that associations shall not be permitted to be formed which shall use means of intimidation and threats to prevent Chinese merchants who wish to trade with the United States from continuing that

trade. The evil of the boycott is that it attempts to deprive the United States of trade by intimidation and duress of those who would otherwise be willing traders with the United States. The citizens of the United States under the treaties between the United States and China shall have the right to insist that the police authorities of China shall suppress such intimidation and allow the trade which was guaranteed to be unrestricted by the Government to continue unrestricted. I need not say to you, as I have said in the United States, that I think it greatly better that one hundred Chinamen during the year shall evade the law, though coolies, than that intelligent Chinese gentlemen, merchants and students, who wish to visit the United States, or to do business there, should be harassed in their attempt to enter the United States by measures subjecting them to contumely, inconvenience, contumely and insult; and I do not hesitate to say that the influence of President Roosevelt's administration will be thrown toward protection of the rights of these classes. Of course, the best place to determine what a man's status is, whether he is coolie, merchant or a student, is at his own home, and the disposition and tendency of the President is to make the certificate of the American consul in China the strongest and most conclusive evidence upon this subject unless fraud or forgery appear.

The attitude of the United States toward China in political or international matters, I am sure I need not reiterate. It is that of friendliness and sympathy and an earnest desire to aid China in her effort to become more fully a nation and to aid her toward the development of her immense resources.

HON. DR. HO KAI'S SUGGESTIONS.

To this the senior Chinese member of the Legislative Council, Hon. Dr. Ho Kai, responded, that he and his colleagues concurred with Mr. Taft in his description of the evil tendencies of the boycott, but they did not in any way by that statement mean to express a lack of sympathy with the feeling on the part of Chinamen which had given rise to the boycott. They felt that the exclusion laws had been administered with much too great rigour, and with greatly more severity than was consistent with the rights of the merchant and the student class, and they ventured to point out for respects in which they thought the treaty and the laws might very well be modified and secure from Chinamen generally an approval of the changes.

In the first place, they thought that the term "labourer" ought to be more clearly defined. To this Mr. Taft answered. He said that the rulings of the Bureau of Commerce and Labour are not in his judgment always just, and that it was far better if possible, that he thought, it was to make a division which would leave no doubt in the mind of the official enforcing the law, or of the Chinamen leaving his own country to apply for admission to the United States.

Hon. Dr. Ho Kai then resumed by saying, that there was a custom among Chinese merchants, for the purpose of continuing a firm beyond their own lives, to take with them into the United States such a part of the personnel of their business, assistants, or persons who would correspond to clerks and salesmen in the business of a merchant of the United States, who were taken out with the idea of subsequently, after having experience enough, entering the firm and becoming partners. Such men, he said, were not coolies and did not belong in the labour class, although of course in the discharge of their duties there was some manual labour to perform, such as that of showing goods, of putting them back on the shelves, etc. Mr. Taft said that he thought there was a clear distinction between a labourer and a clerk or salesmen in a merchant's store, and that he personally saw no objection to an exclusion of such a class from the definition of labourer; that he would bring this matter to the attention of the President.

Second, Hon. Dr. Ho Kai said that he thought the certificate of the Consul ought to be valid except in case of fraud or forgery. Mr. Taft said that personally he concurred in this view, and that the proclamation of the President tended strongly in that direction, that the course the corruption which had heretofore existed had been an obstacle in the way of giving the certificate of the consuls the weight that ought really to attach to them; but in view of the steps already referred to, he thought that the tendency of Congress and the President would be toward giving much more weight than had heretofore attached to the certificate of the American consular officers in China.

Third, Hon. Dr. Ho Kai called attention to the fact that there were quite a number of merchants and students who were subjects of Great Britain, in Hongkong Colony and in the Straits Settlements; that there were others who were citizens of the Republic of France in Tonkin and Saigon, and that there were still others who were citizens of the kingdom of Holland in the Dutch East Indies; he said that these were gentlemen of wealth and education, who did not visit America because they would not accept the humiliation of being subjected to the necessity of producing a certificate, but he thought that all the security would be given to the United States that it ought to require by a passport describing their status as merchants or students and as subjects or citizens of their respective Governments, vouched for by the proper American consuls; that this would affect a very few persons; would be entirely safe, so far as the United States was concerned, because the United States might depend implicitly on the honesty of the Government officials, vouched for by the proper American consuls, and yet the change by which they should be allowed to come in under a passport would be most gratifying to their feelings, and, though a slight change, would accomplish a great change in their view of the law. Mr. Taft said that he hoped some such provision might be introduced into the law, which should remove the sense of humiliation and that they would be glad to bring this to the attention of the President and the State Department.

The fourth suggestion made by the Hon. Dr. Ho Kai was that the law of the treaty should provide for an improvement in the detention sheds in which Chinamen destined for other countries were housed in the United States awaiting transportation. Mr. Taft said that he had no knowledge of the details of this matter, but that he would also bring it to the attention of the President and he thought that every humane regulation would be put in force to prevent either humiliation or injury to the persons subjected to confinement under the circumstances.

Hongkong, September 5, 1905.

The following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Beschouwen Landbouwexploitatie in Langkat, L.A.—

Daily aggregate output of crude petroleum 89,000 cases.
Crude Petroleum in tanks at date 84,000 cases.
Kerosene made since the date of the preceding half-monthly telegram 84,000 cases.
Kerosene shipped since the date of the preceding half-monthly telegram 54,000 cases.
Kerosene in stock at refinery at date 98,000 cases.

FIKE IN DES VUEX ROAD.

\$50,000 INSURANCE INVOLVED.

EUROPEAN'S NARROW ESCAPE.

9th inst.

A fire broke out at No. 29, Des Vaux Road this morning at 2.40 o'clock, which, but for the prompt measures adopted by the Fire Brigade under Chief Inspector Baker, might have resulted in a very serious conflagration, and might have sent at least the block from the Mutual Stores to the Silver Grill up in flames. The first news of the outbreak received by the fire-fighters was through the continuous blowing of police whistles followed by the fire bell announcing a fire in the central district. The Fire Brigade immediately repaired to the spot with all necessary appliances, there to find the furniture shop of the Cheung Lee firm ablaze, the fire having got considerable foothold before the alarm was given, and immediately every effort was directed to prevent the spread of the flames to the adjoining premises on either side, and in this the firemen were fortunate in having a good force of water at command. So, while some of the men poured volumes on to the roofs of the adjoining buildings from front and rear, the rest endeavoured to reach the roof of the burning building itself by means of the fire escape and ladders. But in this they were frustrated, as the telegraph and telephone wires hung so close to the building, and the projecting iron bars for hanging out the signboards being in the way, they were unable to adjust the ladders which had to be discarded. Fortunately, the force of the water being so strong, they were enabled to pour streams of water into the burning building through the roof, four storeys high, but so much headway had the flames made, that it required nearly three hours' steady work before the fire was at length got under, and the firemen able to leave the scene of their strenuous labours. The heat all around was terrific, while the glare from the huge tongues of flame made the scene all around as bright as day. But inside there was another story to be told, for the dense volume of black smoke made the place of a cimmerian darkness, and through this the intrepid firemen had to make their way with the hoses. The origin of the fire has so far not been ascertainable, beyond the fact that it broke out on the first floor and rapidly spread to the floors above, doing, however, but little damage to the ground floor in which a quantity of furniture was stored. Here the chief damage done was through the falling burning debris from the floors above, and from the tons of water washing down, and it is believed that a considerable quantity of the furniture there will be got out but little the worse for the outbreak. The upper floors were gutted. The only personal injury that occurred, so far as reported, was to the master of the shop, Lau Sui Wan, who was sleeping in the third storey, and on being awakened, by the flames and smoke penetrating to his room, he got up and endeavoured to save some of his property, in the effort to do which he got his hands and arms somewhat severely burned so that he had to be removed to the Government Civil Hospital to have his wounds treated. The shop of Hoosan Ali, next to the burning building, a piece goods and millinery shop, was considerably damaged by water which leaked through the floors and soaked a considerable quantity of goods, the extent of the damage, however, being at present unascertainable. A man All having closed his shop for the purpose of inquiring into the extent of his loss.

The fourth floor of the burning building is occupied as a private residence by Mr. K. Gaskell, proprietor of the Owl Grill, and he was in bed and fast asleep until a loud knocking on the wall near his head woke him, and only just in time, for even then the flames were bursting through the floor into his room. He barely had time to seize his clothes and such other light articles as were handy, and make a bolt for the staircase, which so far had remained untouched by the all-devouring flames, and so got away with his life, but losing his personal effects. In the next house lived Mr. G. Burnett, First Clerk in the General Post Office, and he got the scare of his life when his boy woke him up and told him the next house was in flames. Such information, at nearly three o'clock in the morning, is sufficient to daunt the stoutest heart, but Mr. Burnett waited to secure all his valuables, and after grabbing a few extra clothes, he then sought a place of safety, only to find there was no cause for alarm as far as he and his property were concerned, as the firemen were even then keeping the flames under control and confining them to the scene of the outbreak. At one time it did seem as if their efforts would prove futile as the wind was blowing the great sparks in showers in all directions, but, as it appeared, by a merciful dispensation of Providence, the wind suddenly dropped, and the fire fighters' efforts were no longer handicapped by that disturbing element. But there is one thing that this outbreak should draw attention to, and that is the entire absence of any form of fire escapes in this class of house, and of the fullness of a law which allows rows of houses to be built with little narrow steep staircases on which it is next to impossible for two people, even of ordinary proportions, to pass, as the only means of hasty exit from the upper floors in case of emergency.

The Cheong Lee premises are insured, we learn, as follows:—

L'Union Fire Insurance Co. \$5,000
The Meiji (Japanese) do \$20,000
The German do \$5,000
The Liverpool, London and Globe
Fire Insurance Co. \$10,000
The Western Insurance Co. \$10,000

Total \$50,000

A MEAN TRICK.

12th inst.

William Johnstone, an unemployed seaman, was charged before Mr. G. N. Orme this morning with stealing a purse containing 82 cents, from the box-seat of ricksha No. 1051, in which he was riding last evening.

Young "Sai," ricksha coolie in charge of ricksha No. 1051, said that last night he engaged his ricksha to take a passenger, and while going along he felt the weight in the ricksha shifted, and saw the defendant place his feet hand against the foot-board and his back against the cushion, thus lifting his body off the seat which he raised up. On arriving at Wanchai defendant paid him 10 cents, and when he lifted the box of his ricksha to put the money in his purse, he found the purse gone. He then asked defendant to return it, and as he refused he followed him from Wanchai back to the Central district, and gave him in charge of the first constable he met—an Indian. Upon being arrested the defendant dropped the purse which fell at the constable's feet. Upon opening the purse the money was gone, but a begging letter, written in Chinese, was found in place of the purse. He believed that defendant is a deserter from some vessel which has already left the harbour.

The Magistrate sent him to three weeks' hard labour.

SERIOUS AFFAIR.

IN THE HARBOUR.

11th inst.

But for the providential presence of Police pinnace No. 4 in the vicinity of Stonecutters' Island last night there might have been committed a repetition of the crime which so recently sent three young Europeans to the gallows in this Colony. The facts of the case, as testified to by L. S. O'Brien Will, were that about 7.40 p.m. he was in the police pinnace, near Stonecutters' Island, when he heard cries and shouts on the sampans near by, and he immediately went alongside the sampans and there he found two men, Eva Hore and Thomas Morgan, seamen of the sailing ship *Ecuador*, struggling with the two women and one man who formed the crew, and apparently endeavouring to throw them into the sea. Sergeant Will then boarded the sampans and found Hore holding the steersman by the throat and clothing and struggling with her and Morgan doing the same with the man in the bows. He seized Hore and was putting him in the pinnace when he turned round and struck the sergeant on the neck and chest. Sergeant Will then knocked him down, and told him he attempted anything of that sort he would get more than he expected. Meantime Morgan seized Sergeant Will, who was then placing Hore in the pinnace, and tried to throttle him, so that he had to knock him down and put him in the pinnace, after he had threatened to murder the sergeant if he stirred, saying he would take charge of the pinnace and steer it where he liked. Sergeant Will then took the men ashore to the station and charged them.

The master of the sampans then stated that at about 7 p.m. yesterday the two men engaged the sampans to take them to a ship at the kerosene anchorage near Stonecutters' Island. They got to at Wanchai place, and remained quiet until they had passed all the shipping and were nearing Stonecutters' Island, when they sprang up and the first defendant seized the woman at the tiller, and tried to throw her overboard, while the second defendant struggled with witness, trying to get him also overboard. They called out "save life," and then the police pinnace came up and the sergeant came on board. The two defendants then set upon the sergeant, one seizing him by the throat and the other by the arms from the back. The sergeant knocked them down and put the second defendant in irons, and then took them away in the pinnace.

Sergeant Will, recalled, said the men were not drunk, but had been drinking. Both defendants denied the charges, saying they did not remember assaulting anybody. Mr. F. A. Hazeland, before whom the case was tried, found them both guilty on the evidence and sentenced them in one month's hard labour each, without the option of a fine. It was a fortunate chance that the police pinnace was in the vicinity at the time, as the locality where the occurrence took place was off the usual beat of the water police patrol, and but for its presence Hongkong might once again have been filled with the news of a grave crime in the harbour.

EXCESS PASSENGERS.

LAUNCH FIRED AT.

12th inst.

Inspector Kerr charged the master of the steam launch *Che Loy*, which plies as a passenger ferry between Hongkong and Deep Water Bay, with refusing to stop when called upon to do so.

The Inspector said that 1.30 p.m. on the 8th inst. he was on duty to the west of Capinlum Pass when he saw the defendant's launch steaming from the west side of T'nan Island, and he signalled to him to stop, as he appeared to be carrying excess passengers, and witness wished to count them. Defendant took no notice of witness's signals, but kept on full speed, and witness followed and again signalled by whistling to the launch to stop, but finding no notice taken of the second signal witness fired two shots with a Winchester repeater across the bows of the *Che Loy*, which only had the effect of making her put on all speed for Hongkong. Witness followed him to the Yau-mat Wharf on the Hongkong side and there arrested him. Witness was about 600 yards away when he first signalled the *Che Loy* to stop, the distance decreasing between them all the time as the launch sailed the second time and fired the shot. Witness had stopped all the ferry launches plying about the harbour and islands adjacent, and they knew the signal to stop, but this was the first case of the kind to come before the Courts. When witness finally got alongside the *Che Loy* at the wharf he was unable to count the passengers, as some of them had already jumped ashore on the Yau-mat Wharf, but he was convinced that they were in excess of the number provided for by his licence and it was on that account the master of the launch would not stop.

Defendant said he did not hear the signals to stop, but had no explanation of the sudden access of speed he adopted when chased. Mr. G. N. Orme, who tried the case, was satisfied of the man's guilt and fined him \$75 with the alternative of six weeks' hard labour. The fine was paid.

MINE-DESTROYING BY H.M. SHIPS.

A COSTLY EXPERIMENT.

AT WEIHAWEI.

[From Our Own Correspondent.]

Weihawei, 19th August, 1905.

A costly but interesting experiment was carried out to-day outside the harbour. Three mines were placed about a mile out from the shore which represented a channel mined to prevent ships passing through it. The object of the experiment was to blow up or destroy these mines so as to make the channel navigable. Permission was granted to men of the fleet who wished to witness the explosion, and several hundreds availed themselves of the opportunity, this being the first time that a fleet has undertaken mining operations on such a large scale. The men were marched to the top of Centurion Hill, as the best view could be obtained from there and where also the greater part of the European inhabitants had also assembled, so as to be able to get a view of this most interesting experiment.

Punctually to time, at 11.30 a.m., the two boats, which were to do the countermine, steamed out to the scene of action and dropped their mines. At a given signal the whole field of mines blew up simultaneously, throwing up the water to a height of from two to three hundred feet. Some idea may be formed of the force of the explosion when it is said that each boat contained nine mines, each mine being charged with 500 lbs. of gunpowder. The force of the explosion could be distinctly felt on the top of the hill; it much resembled a violent earthquake shock.

The *Andromeda* proceeded for a cruise in the Pacific.

H.M.S. *Andromeda* will leave the fleet on Saturday and proceed to Kobe.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st September.

	1904.	1905.
Tyiam...	2' 7" above	2' 2" above
Yuewah...	3' 8" above	3' 1" above
Pokulam...	1' 11" above	0' 0" level
Wong-nai-cheong...	1' 1" above	9' 0" below

STORAGE GALLONS.

	1904.	1905.
Tyiam...	407,000,000	386,240,000
Yuewah...	26,301,000	22,497,000
Pokulam...	70,210,000	66,000,000
Wong-nai-cheong...	33,138,000	19,584,000

Total..... 536,659,000 494,301,000

Consumption of Water in the City of Victoria and Hill District during the month of August.

	1904.	1905.
Consumption...	1,396,100,000	1,574,770,000
Estimated population...	224,900	229,700
Consumption per head per day.....	20.0	22.1

Consumption of Water in Kowloon Peninsula during the month of August.

	1904.	1905.
Consumption...	16,645,000	15,771,000
Estimated population...	69,250	74,900
Consumption per head per day.....	7.7	6.7

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

THE SHANGHAI TYPHOON.

Yesterday (Monday) morning, an article appeared in a contemporary, says the *Shanghai Times* of 5th inst., that the mischief wrought by the typhoon, in which it was stated that the various wharves on the Pootung side had suffered enormous damage. It cannot be denied that Shanghai merchants will be called upon to bear somewhat heavy loss, but too much value should not be paid to the pessimistic reports that have been circulated. As the result of an interview one of our representatives had this morning with the manager of the China Merchants Steam Navigation Company, we are able to relieve the fears aroused amongst the holders of cargo stored in the various godowns of this company.

Things look much brighter than was hoped possible last Saturday morning, and the manager, who has paid a personal visit to the C.M.S.N. Co. wharves states that the damage caused to cargo has been generally exaggerated. The total number of packages more or less damaged at their Kien-yeuen Wharf numbers some 15,171, which include 8,510 bags of sugar and 10 bales of silk. This total also includes 200 bales of piece goods which will hit the foreigner.

It was reported that the damage and destruction was worse at the Eastern Wharf than on this side, but, fortunately, this is not the case. Only two or three godowns belonging to the Eastern Wharf have been flooded, the number of packages damaged amounting to 12,000 bales and cases of piece goods and 700 packages of general merchandise. This was owing to the fact that the floors of these godowns are raised well above the level of the surrounding land. The cargo in these godowns have been damaged very little in comparison with the large number of packages stored. The jetties approaching the wharves have received considerable damage, but this loss devolves on the C.M.S.N. Co. alone.

The damage at the Yang-ka-du Wharf is not nearly so bad as was anticipated and very little damage occurred at the Central Wharf. As a matter of fact, and quite in contradiction to what has been published, the damage which has taken place is far greater at the Lower Hongkong Wharf than at the Eastern or Yang-ka-du Wharves, comprising as it does of about 22,000 packages of piece goods and merchandise.

Every effort is being made to restore and damage the cargo and to separate the good from the bad, and the management is sanguine that the loss will not be nearly so large as has been idly stated.

Damages in the Native City are very large owing to the ground floor of buildings being so much below those in the Foreign Settlement, and it is estimated that the native merchants in the City have lost over one million and a half taels.

THE S.S. "DAKOTA'S" TAIL-SHAFT.

Maine Superintendent C. C. Lacey, of the Great Northern Steamship Company, has so far been unable to determine the exact extent of the injuries to the *Dakota's* tail-shaft, says a recent issue of the *Vancouver World*, but it is planned to remove the shaft that an opportunity may be had for a thorough inspection of both shaft and stern.

Mr. Lacey stated that the cracks found in the *Dakota's* stern frame were not of a serious nature, and that this damage can be repaired easily, leaving the damaged parts of the ship stronger than before. It is the opinion of the officers of the company that the cracking of the stern frame of both the *Dakota* and *Andromeda* has been caused by the casting of such large pieces of steel there are liable to be in-equalities, and in such cases the thinner portions very often crack.

New waterframes are now being cast for both steamships, and will, when received at Seattle, be stored aboard, so that the next time either ship is damaged a dry dock they can be exchanged for the damaged ones.

It is now expected that the *Dakota* will spend ten days in the dry dock, and if she does the expense to the Great Northern Steamship company will approximate \$16,000 for docking privileges alone. At the regular charge made by the Government for docking ships, the expense to the *Dakota* is \$4,043.50 for docking and \$1,255.50 a day while she is in the dock. The estimate is based on a gross tonnage of 2,078 tons. The charge per day is 10 cents for the first 4,400 tons, and 5 cents a ton for the balance.

Mechanics in charge of the work are expressing amazement at the peculiar character of the accident which befell the *Dakota*. When the casing enclosing the tail shaft was removed it was found that the brass bushing was so closely fitted to the shaft that it had revolved with the shaft instead of remaining stationary and allowing the shaft to revolve within it, as should be the case.

This bushing is badly cracked, but although the workmen have not yet got the tail shaft itself clear, the men in charge of the job are of the opinion that the shaft is not injured in the least. The heat developed by the turning of the bushing in its casing caused it to expand to such an extent as to maintain its proper diameter, and it is believed that the fact obviated any unusual strain on the shaft.

THE SINGAPORE DOCKS.

PROBABLE COST OF ARBITRATION.

In a recent issue the *Strait Times* dealt with the above subject in an editorial as follows:—

Sir Michael Hicks-Beach, according to Reuters' telegram, left New York for Vancouver on the 16th ult., en route to Singapore. From this it is to be inferred that Sir Michael, who is travelling with Lady Hicks-Beach and his two daughters, intends making a tour through Japan before coming to the Straits, because there is no probability of the Arbitration Committee, of which he is umpire and head, convening here before the middle of October. The news of his departure, however, affords fresh food for reflection in respect of the Tanjong Pagar Dock proposition. It brings home to the taxpayer the fact that though the Government was doubtless wise in its determination to expatriate the concern for the benefit of the community, nevertheless its actions since the start were marked by a conspicuous absence of such business sagacity as might be expected from the prime movers in so vast a scheme. The costs of this Arbitration arrange-ent will have to be added to whatever price the Committee may decide as being properly due to the shareholders. Tanjong Pagar is capitalised at less than 4 million dollars. The Arbitration, by all appearances, is going to cost another million, or—at the lowest estimate—some \$750,000. This is an enormous price to pay for the privilege of having such distinguished visitors on the Board, and such distinguished Home experts to assist them. It is a price that seems liable to exceed any difference of estimated values that would have cropped up were local arbitrators engaged for the settlement. None of the gentlemen whose services have been offered are leading those services for nothing. There may be a man here, or a man there, on the Board who might waive his proper claim to a vast fee in favour of, let us say, a C.M.C.G. One never knows how such matters are arranged nowadays—especially on the possible eve of a general election. But if such an economy-creating contingency be overlooked, there is no doubt that the fees to the arbitrators alone will amount to a ponderous sum. Sir Michael Hicks-Beach is approaching the tale of years that is Scripturally allotted to man. He was born in 1837, and since then he has achieved high fame and great distinction in some of the highest offices that it is within the power of the nation to bestow. He owns four thousand acres. It is hardly likely that he would be approached and requested to go on a business trip to Singapore at his time of life—to peripatry in the tropics like an ordinary Civil Service Cader—for any fee much under £15,000 sterling. Then his travelling expenses, his have to be considered—was understood that Government has secured a splendid residence here for his special accommodation—and such expenses mount up. Mr. Matthews, now head of the firm of Coope and Matthews, we know from Budget Estimates etc., to be a well paid expert. Of course he may be coming out here to kill two birds with one stone, so to speak, and may have another look into that unhappy harbour scheme while he is on the spot; but it is not likely that he will accept any fee for his services in connection with the Tanjong Pagar Arbitration much below £5,000 or £7,500, plus all expenses. Next we come to Mr. J. C. Inglis, the General Manager of the Great Western Railway. He certainly would not leave his vast home interests for a three or four months' business trip to an uncongenial climate for any sum less than would be due to Mr. Matthews for a similar service. Indeed one might safely figure him at £10,000, and Lord Robert Cecil, knighted, with his social and legal standing, and excellent family connections, could scarcely be expected to take a brief in this "Corner of Asia" with an endorsement that did not reach at least five figures in guineas. The same may safely be estimated of Sir Edward Boyle, K.C., and also of Mr. Balfour Brown, K.C. As Mr. P. W. Meek—the eminent consulting engineer who comes out as an officer to Mr. Matthews—has no other fish to fry locally, he may also be put down at another £10,000, and finally there is Mr. Mouldale who came out here only the other day, and who certainly did not do so for nothing. These simple figures alone bring the total to over £70,000; but if we cut it down a fifth, will still have £55,000, and more to hear from. The accountants have to be considered as well as the engineering experts, and the big London accountants command fees as heavy as those of any other experts. The Government has secured the services of Messrs. Deloitte, Dever Griffiths & Co., with the Dock Company have engaged Messrs. Price, Waterhouse & Co. These are the two greatest firms of chartered accountants in London, and they are entitled to large fees. Already Messrs. Smith and Parson, of Deloitte Dever Griffiths & Co. have been working here for a month, while Mr. Maltby, a partner in the same firm, is expected to arrive here with Mr. Maltby on this week's mail. Mr. Spencer of Price, Waterhouse & Co. is also now working here, and the professional services of these gentlemen cost money. The two firms, it may be assumed, are not getting much less than £10,000 or £15,000 between them, which brings back the total to over \$70,000, without allowing a penny for the steamship fares, and the hotel and maintenance expenses of the principals, and also not allowing a dollar for the army of stenographers, typewriters, assistant accountants, printed reports, etc., the cost of which will have to be figured upon. Presuming these details be compressed into another £25,000, the total will be \$95,000; and when one calculates upon the cost of local work—expert and clerical—the sum chargeable to the taxpayer for the privilege of buying Tanjong Pagar on the present plan amounts to a round million of dollars. For the extra million, the Colony will have nothing to show but stamped receipts. Is it worth it? The matter is worth grave consideration.

RELEASE OF PRISONERS OF WAR.

NON-COMBATANTS LIBERATED AT YOKOHAMA.

On Monday morning, reports the *Japan Gazette* of 31st ult., 350 Russians

LEGISLATIVE COUNCIL.

14th inst.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, C.R.E., Hon. Mr. T. S. Compton Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. H. Spencer Berkeley (Attorney General), Hon. Mr. Basil Taylor (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. C. P. Chater, C.M.O., Hon. Dr. Ho Kai, C.M.O., Hon. Mr. R. Shaw, Hon. Mr. Gertrude Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. Wei Yek, and Mr. A. G. M. Fletcher (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary moved the report of the Finance Committee (No. 6) be adopted. The Colonial Treasurer seconded.

The Colonial Secretary laid on the table Financial Minutes Nos. 33 and 34 and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded.

PAPER.

The Colonial Secretary laid on the table correspondence in connection with the felling and planting of the *Pinus Massoniana* in Hongkong.

LAW COMMITTEE.

The Attorney General moved that the report of the Law Committee be adopted. He mentioned that the report was on the Bill to authorise the construction of a tramway from Battery Path to the Peak.

The Colonial Secretary seconded.

VALUATION OF TENEMENTS.

The Colonial Treasurer moved that it be "Resolved that the percentage on the valuation of tenements payable as rates in that portion of the Hill District which is defined in section 29, sub-section (1) (b) (as amended by section 2 of Ordinance No. 41 of 1905) be altered from 10 per cent. to 13 per cent. with effect from the 1st of October, 1905."

The Hon. Mr. Gertrude Stewart—Might I ask your Excellency what the advance of 24 per cent is for? The lighting comes to 100 lamps at \$3 50 which is \$4 00 per annum, and only 14 per cent. on the assessment value of the Peak.

H.E. the Governor.—It is partly to provide for that and partly to provide for hydrants.

Hon. Mr. Gertrude Stewart.—Will the water supply be constant then?

H.E. the Governor.—As constant as anywhere else in the Colony.

The Colonial Secretary seconded.

Carried.

NEW TERRITORIES LAND ORDINANCE.

The Attorney General introduced and moved that it be read a first time a Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905.

It was stated in the objects and reasons at the foot of the Bill that, owing partly to the length of time which elapsed between the lodging of claims to land in the New Territories Land Court and the issue of Crown leases for such land, and partly to the illiteracy of the land owners in the New Territories, it has been found that there are many errors in the schedules to such Crown leases, and it is desired to empower the Governor, on the advice of the Land Officer, to cancel such inaccurate schedules and to issue correct schedules in lieu thereof. It is also thought desirable to authorise the Land Officer to enter in the schedules to the Crown leases particulars of subsidiary dealings with land (such as mortgages and leases) which took place prior to the coming into operation of the New Territories Land Ordinance, 1905, but were not recorded by the Land Officer and were consequently omitted from the schedules to the leases. The special powers given by the Bill are to cease on the 31st July, 1906, by which time it is hoped that all the schedules will have been corrected.

H.E. the Governor.—This Bill is slated to be an amendment to the Ordinance, but it is really a supplement to the Bill. The schedules to the leases issued for agricultural lands in the New Territories contain hundreds of thousands of acres, in Chinese and English, of addresses, of areas most of them small—a fraction of an acre—and of amounts of Crown land most of them being a small fraction of a dollar. It will be readily understood that in the compilation of these schedules certain errors have crept in largely due to the illiteracy of the inhabitants of the New Territories. These errors have been brought to light on the issue of certificates under the lease and it is convenient that they should at the same time be corrected. This is being done, and the Bill before the Council is to legalise those corrections.

The Colonial Secretary seconded.

Carried.

WIDOWS' AND ORPHANS' PENSION FUND.

The first reading of a Bill entitled an Ordinance to transfer to the general revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for the payment of pension to the widows and orphans of deceased public officers, and to make the payment of the same a charge upon and payable out of the said general revenue, was held over.

LIGHTING OF JUNKS.

The Attorney General moved the second reading of a Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes. He explained that the purpose of the Bill had been fully set out in the objects and reasons. Besides providing for a workable system for Chinese junk lighting it gave additional and effective power to the harbour authorities to keep the fairway clear and to control the traffic of small craft. Also for special licenses for river steamers, and meeting the need that was felt, it gave powers to exempt certain craft of small tonnage, not exceeding 100 tons, from the necessity of carrying certificated masters and engineers—those masters and engineers who held certificates of competency from the Board of Trade. If the ship carried a certificated master and engineer, who held certificates of competency from the harbour master that would be deemed sufficient, and in the case of smaller craft not exceeding 60 tons both the master and the engineer would be considered competent if they held certificates of competency from the harbour master.

The Council went into Committee on the Bill which was considered clause by clause and passed without amendment.

The Colonial Secretary seconded.

Carried.

CHILDREN'S EVIDENCE.

The Attorney General moved the second reading of a Bill entitled an Ordinance further to amend the protection of Women and Girls Ordinance, 1897. He briefly referred to the provisions of the Bill, as already mentioned in his columns.

The Colonial Secretary seconded.

Carried.

The Council resolved itself into committee to consider the Bill, and upon resuming, it was reported that it had passed through committee without amendment.

IMMORAL SOLICITATIONS.

The Attorney General moved the second reading of a Bill entitled an Ordinance to amend the Summary Offences Ordinance, 1847. He explained that the Bill was introduced for the purpose of giving the police larger powers for the suppression of the nuisance of solicitations for immoral purposes in public places. The Government introduced the interpellation clause because of certain decisions recently delivered by the Magistrates which threw doubt on their powers. If the clause be passed by the Council there could no longer be any doubt that a private street was a street within the meaning of the police regulations.

The Colonial Secretary seconded.

The Council went into Committee, but no alterations were made in the Bill.

MARRIED WOMEN'S MAINTENANCE.

The Attorney General moved the second reading of a Bill entitled an Ordinance relating to the summary jurisdiction of Magistrates in reference to married women. In moving the resolution he said that the purpose of the Bill was to give magistrates jurisdiction to compel a husband who deserts his wife or who by his conduct towards her makes her leave him to contribute towards her maintenance. The legislation followed on the lines of similar legislation in England, and the ordinance was, in fact, an agitation from the English Act.

The Colonial Secretary seconded.

The Bill was left in the Committee stage.

PROPOSED NEW TRAMWAY.

The third reading of the Bill entitled an Ordinance for authorising the construction of a tramway within the Colony of Hongkong, was not taken on.

The Council adjourned till the 21st inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of the Legislative Council, the Colonial Secretary presiding. The following votes were recommended for adoption by the Council:

REPAIRS TO THE "HYGIEIA."

A sum of \$750 in aid of the rate, Harbour Master's Department—Other Charges, for repairs to epidemic bulk *Hygieia*.

LANGUAGE ALLOWANCE.

A sum of \$300 in aid of the rate, Magistracy—Other Charges, for language allowance to Mr. M. Hoosen, Hindustani interpreter, who has passed the examination in the Chit Chau dialect.

This was all the business.

PINK FELLING AND PLANTING IN HONGKONG.

The following representation made to the Government by the Superintendent, Botanical and Afforestation Department, in connection with the felling and planting of *Pinus Massoniana* in Hongkong, concludes the series of correspondence on this subject that was laid on the Legislative Council table this afternoon:

Botanical and Afforestation Department, Hongkong, 10th August, 1905.

Sir,—I have the honour to state that upon attempting to prepare a working plan for future forestry operations, I find it to be impracticable to do so upon the system authorized by Council on 24th July, 1905.

The Executive Council convened on that date decided that selection felling should be adopted throughout Hongkong except in Forest Divisions 4 and 5. The system applied to a 15-year rotation—that authorized on the same occasion—means that the annual number of felling (about 10,000 trees next year) will take place over a large area, the trees being selected here and there, one in thirty-five, out of the whole crop. In the ensuing planting season the gaps caused by the fall of these single trees would have to be found and planted with 3-5 saplings each, according to the size of the gap. These would have to be found again if watering were required, which it usually is several times before the saplings commence. The amount of labour required for these operations would alone render the cost of them prohibitive. But a more serious difficulty would be encountered. The second and all subsequent selection felling would be made in immediate proximity to the first felling, many of which would necessarily be damaged by the fall of the adult tree. These difficulties do not arise in places where natural regeneration takes place, for the ground is at all times kept stocked with saplings by nature and the destruction of a few matters little; as nature moreover fills the gaps caused by felling, no extra expense is caused by their diffusion. Selection felling in that case may be very desirable; but under our local conditions no natural regeneration taking place some modification will be necessary.

I would propose for the consideration of the Government the adoption of a "Shelterwood Strip System." In this method of felling and re-planting, narrow strips of wood are felled, the remainder being left standing to protect the saplings which are subsequently planted in the clearings. No very conspicuous gaps are made, the planting areas are easy to find, and the adult trees next the saplings can be felled away from them.

If all trees were felled at exactly 35 years old in Hongkong the plantations would be felled as they were planted, in blocks. If the selection or shelter-wood systems are adopted it is not possible to cut all trees at the right age, but mature blocks should be felled within as short a period of years as is possible without making conspicuous gaps. By cutting and re-planting judiciously, homogeneous blocks can be striated so as to yield regular crops of adult trees.

Only 1/4 of the ground (is two narrow strips) is ever bare at the same time, i.e., 4 times 35 years; the departure from the normal rotation of 35 years is never more than 5 years and after three cycles is reduced to nothing; that is to say in the first and second cycle some trees are cut 5 years too young, some 4 years too old; in the third cycle all are cut at the best age—I have, &c.

S. T. DUNN,

Supt., Botanical and Afforestation Department.

The Hon. The Colonial Secretary.

The matter was again considered in Executive Council on the 24th August, 1905, and a resolution was passed to the effect that, in view of the difficulty and expense of re-planting under the selection felling system, the "Shelterwood Strip System" of felling and re-planting should be adopted except in Forest Divisions 4 and 5, where "block" felling should be continued.

ACCORDING to the *Chungai*, the total output of gold throughout Korea amounts to about 1,000 *kwansun* per year, valued at some 4,000,000 *yen*. It is stated that the value of the gold ore and dust exported in 1903 was 3,713,000 *yen*, 3,700,000 *yen* of this sum representing exports to Japan alone. Thus practically the whole of the gold exports are taken by that country.

A SPORTING EXCURSION.

HONGKONG PARTY'S TRIP TO THE MAINLAND.

15th inst.

It is a significant fact that notwithstanding the prohibitive fee charged for a license, to shoot over the adjacent country there has seldom been such a large number of shooting excursions to the mainland. Of course, the parties on these excursions are not what is called \$50 men; they are content with the \$10 license, although it does involve a longer journey to the scene of the sport. It is pointed out, however, that this inconvenience is more apparent than real. The residue area is almost destitute of game and even were Lantau and the New Territories outside Kowloon city opened up to all sportsmen at a nominal charge, the probability is that few would avail themselves of the offer, preferring to visit land where sport was assured, game being in abundance. When the restricted area—that is to say the area restricted to the \$50 "guns"—is stocked it will be interesting to observe whether the birds will remain within the limits set down in the Governor's enactment. If the birds prefer the \$10 districts then the everyday sportsman by whom shooting expeditions are undertaken in the best spirit of sport will benefit at the expense of those who prefer to keep by their own clique.

An evidence of the interest which is taken in these sporting excursions reference may be made to an excursion which took place in the early part of this week. The party numbering twelve or fifteen hired a launch and proceeded to a spot called Satoru, or something similar. Having had plenty of experience in the matter of personal requirements the arrangements were admirable. Each individual in the party came laden with his own impedimenta down to blankets and tin mugs, or rather silver goblets. The result was that each "gun" fended for himself and the usually thankless task of looking after the food-stuffs and keeping an eye on the boys, which is generally relegated to the meekest member of the crowd—was done away with. Altogether there is a good deal to be said for this method; it compels each one to look after himself in the minor concerns of the trip and does not impose on the good natured; it also tends to reduce expenditure.

The outward journey was delightful. On arrival at the venue decided upon, the party found that no less than four other launches were anchored there, each being filled with sportsmen. The first night was spent on board, and the weather being cool and calm the sportsmen were lulled into a false sense of security. The result was that each "gun" fended for himself and the usually thankless task of looking after the food-stuffs and keeping an eye on the boys, which is generally relegated to the meekest member of the crowd—was done away with. Altogether there is a good deal to be said for this method; it compels each one to look after himself in the minor concerns of the trip and does not impose on the good natured; it also tends to reduce expenditure.

Heavy rain fell with the result that going was very heavy. The mud was three feet deep in places, and of the consistency of pea-soup, as several of the "guns" found to their cost when they tumbled into a mud hole up to the waist. But these little annoyances, incidental to sport, were forgotten in the excellent shooting that was obtained. The snipe were flying strong in the wing and the sport was capital. The party had a bag at the end of the day of 75 brace of snipe, which was held to be supremely satisfactory. The other parties also did well, and there is every indication that sport will continue good this season. The return journey to Hongkong was made in a same evening, the launch arriving here at midnight. As an example of what the sportsmen may expect to pay for a couple of days' shooting it may be stated that the cost of the excursion described, per individual, was a few cents over the three dollars. That paid for the launch, the hire of coolies on shore, and general expenditure, but did not include the cost of each man's food, which was furnished separately. It will thus be seen that the trip may be expected to cost not more than \$2 or \$3 at the most, unless of course the party goes in for luxuries, which is generally a mistake on such occasions.

It is some satisfaction to know that the restrictions imposed by the \$50 license are not at present likely to diminish that healthy love of sport which characterises a good many assistants in Hongkong. With a \$10 license it is possible to get a decent day's shooting at moderate expense, which is something to be thankful for in the days when the price of everything is rising by leaps and bounds.

ALLEGED IMMIGRATION SWINDLE.

OPERATED IN HONGKONG.

The following despatch, dated from Washington on the 3rd ult., has appeared in the *American Press*.—The Immigration Bureau has collected evidence of the operations of a ring of Chinese and Americans in Hongkong for the purpose of procuring the entrance of diseased Chinese into the United States. These operations have been carried on for some time, and the bureau has no means of knowing how many Chinese were admitted.

It was reported here that Chief Wilkie of the secret service went to Hongkong and Shanghai for the purpose of investigating this fraud, with others. Chief Wilkie to-day denied that he declined to tell what his real errand was. He admitted, however, that he heard of the existence of the ring while in Hongkong, having been informed of it by Dr. White of the Marine Hospital service, who told him an American doctor, named Jones, was selling certificates of health for \$50 each, with which the holders were able to board the steamer for San Francisco.

On the steamer returning to San Francisco, Chief Wilkie was informed by the surgeon of the ship that Chinese had been found who had a solution of adrenalin chloride, which they applied to their eyes just before landing at San Francisco. This solution temporarily covered up the evidence of trachoma by driving the blood from the eyelids, and only an expert could detect the fraud. No one knows how many Celestials practised this fraud.

The Immigration Bureau has secured photographs of a certificate in Chinese reading as follows:

"Hongkong.—Received of Lee Wee \$50 for an American doctor or doctor's certificate of health and solution of adrenalin chloride, to get aboard steamers for San Francisco this \$50 will be returned to him."

"JUAN YING TAI & Co.,
Guarantors."

A number of such certificates have been captured in San Francisco, showing that captured Americans in Hongkong are in league with the Chinese to violate the immigration and exclusion laws. An investigation is now being made, it is understood, though the officials are reticent.

An effort will be made at the coming session of Congress to have immigration inspectors sent to China to take charge of the inspection of Chinese immigrants to the United States. The Immigration Bureau says it is impossible to stop the fraud unless it has its own men, who can be held responsible.

THE merchants and gentry of Shensi have been noting with rolling green eyes the profits, real or prospective, of the Peking Syndicate and they are agitating for railway and mining works to be undertaken only by Chinese in that province.

THE CRUISER "SULLY."

A DISAPPOINTING EXPERIENCE.

14th inst.

The recent typhoon is responsible for a very great disappointment to the salvage experts now busy trying to save the long-stranded French cruiser *Sully*. It is the general consensus of opinion among the party that, but for the untimely advent of this disturbing element, all things going as was expected, the *Sully* would now have been safely in the shelter of Along Bay, and preparing for the trip up to Hongkong for the purpose of docking. Everything went well up to the morning of the day on which the typhoon broke over the scene, and hopes were high that success was about to crown their efforts when Admiral Jouglaire ordered them to desist from further operations and to seek shelter from the coming storm. On the morning of that day the bow of the *Sully* had been raised 4 feet out of the water, the pontoon, was placed in position, and the pumps were working satisfactorily, when the weather, already threatening, thickened, the sea began to rise, wind blew at typhoon force, with heavy rain-squalls, and then the Admiral sent an order to stop further work, fearing for the lives of the men and the safety of the *Sully*, and sending a gunboat to convey the salvage party to shelter until the storm passed. It is believed that in one hour more the *Sully* would have been successfully floated, and the disappointment to all concerned, at the fortuitous chance that snatched success from them when almost in their very grasp, can be better imagined than described. The typhoon passed at length, but was succeeded by a strong southerly gale, and on returning to the scene it was found that the inside of the pontoon had been completely ripped out, the bottom, or at least two feet of it, being broken into two irregular parts, one of which drifted in shore in a dilapidated condition, the other portion drifting down near the vertical rock alongside the stranded cruiser, while the sea all around was covered with beams and planks, the debris from the ruined pontoon, and the divers' stages and platforms. The *Sully*, which had been sunk again to make her more secure for riding out the coming storm, remained intact, the patching on her bottom not being damaged in the slightest degree. The lull and calm at the centre of the typhoon passed over the scene was taken advantage of to make everything secure and to again prepare for the outer vortex passing over them and that had a good deal to do with the absence of all damage to the *Sully*, for several junks sank, as did a steamer which had but just been built and launched in Haiphong, only the truck of her mainmast remaining above water. The salvage boat, *Kong Nam*, was run into shelter and thus escaped without any damage whatever. The cofferdam having been destroyed beyond the possibility of repair the salvage of the *Sully* will now be essayed by means of further lightening her and pumping her dry.

Some of the pumps were broken up by the breaking up of the cofferdam, but as they are located it is expected they will be recovered by the divers, another batch of whom have been requisitioned and leave for the scene either to-morrow or on Saturday. Despite this disheartening misadventure, hopes are still alive with the salvage party, who are determined to strain every effort to save the cruiser, and only give up when she is off the rocks, or the French authorities decide otherwise.

MANILA HOSPITALS.

The improvement of the hospital facilities of Manila during the last year is one of the most encouraging indications of progress towards a new set of social conditions. Indifference to disease and suffering is characteristic of civilized peoples, and with the growth of civilization comes an increase of relief and preventive measures for the decrease of human misery.

One year ago the San Juan de Dios hospital, and the civil hospital were the principal refuges of the afflicted, and these institutions were usually crowded to the limit of their capacity.

There has been a notable increase of interest in the public relief of sickness, and this has culminated in the opening of several new hospitals. The latest is the Spanish Cholera Hospital, which is a most worthy institution and ought to do a great deal of good. The very fact of such an institution being opened by the Spanish citizens will do much to disarm prejudice against the treatment being used for the prevention and cure of cholera.

The St. Paul's Hospital has been opened with one of the most complete and comfortable equipments in the Orient and its commodious wards and cool corridors are a heaven of rest for many a sufferer. No more important event has taken place during the year than the opening of the La Trinité dispensary in the walled city.

The St. Luke Free dispensary has been doing good work for some time and with the new facilities now to be employed will have a greatly enlarged usefulness. Bishop Brent has laboured strenuously to maintain the work, and deserves credit for the results accomplished with small working capital.

The free dispensary established by Dr. Stantz will soon be in working order and will fill another place on the programme of public charity of the most necessary kind. It is the intention of the managers of this institution to make a specialty of teaching native women the care of children and the simpler laws of health that everyone ought to know, and thus help to alleviate the deplorable conditions which now exist among the poor class of Filipinos.

All this is most encouraging. When a people begins to take an interest in the health of its poor, it means the awakening of a public conscience and a spirit of altruism that will inevitably raise the level of life for the nation.

Manila may be said to be nearing the front rank in the matter of good hospitals, and the direct and indirect results will be far reaching for the public good.—*Cable News*.

THE SINGAPORE MURDER.

A BAREBELL STORY.

With regard to an account which appeared in a local paper yesterday, says the *Strait Times* of 8th inst., concerning the murder of Private J. Short of A. Co., Sherwood Foresters, we are informed by the Police authorities that there is no truth in any part of the story, with the exception of the statement, published in the *Strait Times*, that the body was in the Regimental Swimming Tank at Tanjong. Even the date given is wrong, as the 29th of July was a Saturday last Friday. The tale of the half buried remains of a rikisha having been found in the neighbourhood is without foundation. After investigation, Mr. Hooper of the Jinrikisha and Hackney Carriage L. parliament declared that there is no rikisha missing. The man who was alleged by insinuation to have committed the crime and to be in hiding was at his work yesterday. That Private Short was murdered is a fact, and it is for the Police to get to the bottom of the affair. One circumstance that is known is that on the night when the murder took place, a European was seen pulling two other Europeans in a rikisha in the neighbourhood.

THE ACCIDENT TO THE "SEADLER."

NEAR SINGAPORE.

14th inst.

Exchanges to hand from the southern settlement give details of the accident to the German cruiser *Seadler* as reported to us by wire from our correspondent at Singapore. The *Strait Times*, of the 8th inst., refers to the accident in the following terms:—

Misfortune seems to follow the German cruiser *Seadler*. Little more than a week ago she went ashore on the Trident Shoal off Labuan and came to Singapore for repairs after being towed off. And now she is hard and fast on the Kent Rocks, ten miles away from here.

The *Seadler* when she got ashore at Labuan was on her way from Yap in the Caroline Islands to German East Africa, where there is fighting going on, and she found it necessary to put into Labuan for coal after going through a very heavy monsoon en route, and it was while attempting to make the port that she ran on the Trident Shoal on Thursday, 31st August. Her guns and heavy gear were taken into boats and she was successfully towed off next day by the M. D. L. s.s. *Kedah*, without having sustained much damage. After coaling she came on to Singapore for examination and dry-docking, if necessary.

The bottom of the cruiser was examined by divers who reported that she had not been badly hurt, and as it was not considered necessary in the circumstances to put her into dock she proceeded on her voyage yesterday afternoon for German East Africa.

The *Seadler* left Singapore at about half-past six, and was soon going nearly full speed. About half-past six, without any warning, a violent shock of the collision was felt throughout the ship and the greatest consternation prevailed on board as her bottom was heard grating upon a reef. The *Seadler* had run on the Kent Rocks. Engines were reversed and every possible means was adopted to get her off, but all to no purpose. She was hard and fast on the reef. Her speed carried the vessel well over the rocks until her

BOATS SHOWED ABOVE WATER.

That is in any, so far as can be ascertained up to the present moment, the hull must be on the rocks to the extent of about half its length. The fore part is fixed on the reef and the after end is afloat.

The Kent Rocks are about ten miles from Singapore and about half a mile to a mile distant from the ordinary route followed by trading and mail steamers. They are submerged, being about six feet below water, but they have deep water all round—something like 18 to 20 feet. The *Seadler* draws about three fathoms. She went ashore at high tide.

When all attempts to get her off under her own steam had failed, she was lightened forward and preparations made for another effort at refloating her at high water this morning at seven o'clock, and a boat was despatched back to Singapore for assistance. The attempt, however, proved unavailing, and to-day the remains hard and fast on the rocks.

When news of the accident was brought to Mr. G. Killian, the German Consul General, he advised Tanjong Pagar Dock and they despatched

TUGS AND SALVAGE BOAT

to the stricken cruiser. To-night between seven and eight o'clock, when the tide is at its highest, it is expected things will be in shape to permit of another attempt being made to get the vessel off. So far as can be learned the cruiser does not appear to be making water very seriously, but it is certain that she must have sustained great damage to her keel, which had already been injured when she went on the shoal at Labuan.

The tides at present are rising at a rate of about three inches a day so that there is that circumstance in favour of salvage being successfully accomplished; but expert opinion points to the operations being of a very difficult nature. Her guns and other movable armament and heavy gear will have to be lightened into tongkangs before she can be got afloat.

The *Seadler* is a third class steel cruiser with twin screws, a funnel and two masts. Her length is 265 feet, beam 36 feet 5 in., and mean draught 15 feet. She was built at Hamburg in 1902. She has a displacement of 1640 tons, an indicated horse power of 1700, and a speed of 16 knots. Her coal capacity is 250 tons and she is fully loaded. There is a three-inch deck over her vital parts and elsewhere 1 1/2 inch deck of steel. Her armament is eight 4 1/2 inch quick-firers, five 1 pr. revolving cannon, two 3 1/2 inch machine guns and two torpedo tubes. Her complement is 130 all told.

THE PROPOSED SUGAR MONOPOLY.

A JAPANESE JOURNAL'S CRITICISM.

The *Nichi-Nichi* devotes an article to the subject of the proposed Government Monopoly of sugar, of which it disapproves. "The report that the Government has under contemplation a proposal to make sugar a State Monopoly is now being persistently circulated," says the Tokyo journal, "and, judging from what the Government has done in schemes of a similar nature in the past, it is not at all improbable that it may at any moment decide upon such a monopoly. In these circumstances, it is not out of place to record our distinct disapproval of the proposed scheme before it is too late. The fact that it is fundamentally wrong for a Government to engage in any profit-making business is widely admitted, the argument being that State intervention or ownership militates against the improvement and progress which would be possible if industry is left to the competition of private individuals. The interference of the Government in business undertaken by the exigencies of administration, or the character of the industry is so exorbitant that it cannot be absolutely necessary for the purposes of taxation. Sugar is one of those commodities the taxation of which should be of a simple character. In such countries as France, Germany, and Austria-Hungary, where the production of sugar is of great quantity, it is taxed by an ordinary process, and the same is true even in Russia, which is known as being foremost in the matter of Government monopolies. In short, there is no country in the world where sugar is made an object of State monopoly. In Japan the domestic production of sugar amounts to 10 or 20 per cent. of the total consumption, the remainder being imported from abroad. For this reason it is very easy to impose a tax on imported sugar while the Japanese are in the bonded warehouses while the Japanese refiners, being located at Tokyo, Osaka, and Yokohama, are under the control for the purposes of taxation by an exceedingly simplified *Sugar-tax* has been increased three times since it was first imposed in 1901, and the increase has been extraordinary. There has been no difficulty in the working of the tax, and the Government has been enabled to obtain its estimated revenue. There is no reason, therefore, why an article, the taxation of which is so simple, with its yield assured so long as an extremely high tax is not imposed, should be made a Government monopoly at the expense

of much money and trouble. If sugar must be made a monopoly, it may be time to found necessary to abolish the Land, Business, Saké, and Soy taxes, the Government becoming the landowner as well as manufacturer of the various articles.

"It is said," continues the *Nichi-Nichi*, "that the proposed sugar monopoly is necessary for the purpose of offering it as security for a foreign loan to be raised in future. Such an argument, if true, is all the more purporting. We have all along maintained that the offering of such securities for the foreign loans has been a piece of mismanagement of financial incapacity. Perhaps there may have been some excuse for offering security for the first and second loans, which were raised at a time when the fortunes of war rendered uncertain, but it must be regarded as a distinct failure on the part of those who are responsible for the financial policy of this country that they could not rectify the former mistakes when negotiating the later loans. Under such circumstances, any proposal which tends towards a repetition of a similar mistake can hardly be passed unnoticed. It would be the height of absurdity that the sugar industry, which has been making very hopeful progress in this country of late years, should be strangled to death for the benefit of a policy the unwisdom of which is so apparent. But even supposing that Japan's financial credit had become so low as to make it absolutely necessary to raise a loan, there is no necessity of making sugar a State monopoly. In such a case it would be sufficient if the Government pledged the revenue from the Sugar-tax as security; there can be no difference for the purposes of security whether sugar remains a private business or a Government undertaking. In short, the proposed sugar monopoly, whether it is intended as a means of defraying war expenses or security for a foreign loan, would be a most inadvisable measure to be adopted by the Government."

RUSSIAN FUNERAL

AT MANILA

The funeral service of Assistant Engineer Nicholas Sokoloff of the Russian cruiser *Oleg* took place this morning at El Cementerio del Norte, says the *Manila Times* of 8th inst.

Arrangements for the funeral were made yesterday afternoon. The officers and the choir of sailors of the *Oleg* came ashore this morning in the launch *Fuente* and landed at the Rinsado oval and took carriages from the office of the Luzon stevedoring company, and proceeded to the morgue of the San Lazaro hospital where the deceased was lying in state. The procession then formed and moved slowly to the cemetery. A small maquette had been erected close to the grave where the officers and choir to keep their positions.

The service of the Greek church was performed by Father Porfiro of the *Oleg* who was assisted by Father George of the cruiser *Aurora*. The services were most impressive and made so much more so by the surrounding officers in their white uniforms and the priests in their full vestments.

The coffin was a plain white one with white trimmings and bore the late officer's accoutrements. A platform was erected round the grave which was decorated with pot plants and covered with white cloth. At the head of the grave was a white cross with two arms, emblematic of the Greek faith.

The service is one which very few people have ever seen in the Philippines. The chanting was beautifully done by the choir, which numbered at least twenty voices, all the members being drawn from the enlisted strength of the ship.

Among the many officers who attended were Admiral Enquist, the squadron commander, S. Posnikov, Chief Engineer Moelline, Paymaster Alexander Afanassiev, Lieutenant Barni Buxhoeveden, Nidjatenko, Pilipenko, and Zloboff of the *Oleg*, Commander Iewitsch and a number of his officers from the cruiser *Aurora*, and several from the *Zemstov*.

Captain L. Dobrowsky, who is still indisposed, he was not able to be present.

Among the floral wreaths which were many were one from each of the cruisers, one from Admiral Enquist and one from the messmates of the deceased.

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and have further sellers at \$80. Unions are former and after sales at \$76.10 and \$77.00 are in demand at \$75. Vangieses have been disposed of in the North at \$17.10 at which rate more shares are obtainable.

Fire Insurances.—China Fires can be placed at \$36, and Hongkong Fires have found buyers at \$36.

Shipping.—Hongkong, Canton and Macao Steamboats are steady at \$26.10. Indo-China have weakened to \$3 and are offering. Douglis Steamships are inquired for at \$35. Shanghai Tu's have changed hands at \$15.80 (ordinary) and \$18.40 (preference) and close with sellers at these prices. Quotations for other stocks under this head are unchanged.

Refineries.—China Sugars have declined but are wanted at \$230. Luzons have tumbled to \$17 and are to be had at this rate. In Shanghai, Perak Sugars have changed hands at \$18.60.

Mining.—Chinese Engineers are inquired for at \$18.80. Raub's are still in demand at \$31. The crushing for the past four weeks produced 753 ounces of gold from 6,077 tons of stone. Orientals are offering in London at 77/- and our local quotation of G. \$10 is purely nominal.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled quiet and are on offer at \$194. Farnhams have changed hands at \$15.10 and more shares are wanted. Kowloon Wharfs have been placed at \$101. Hongkong Wharfs are in the market at \$186 and Amoy Docks are procurable at \$17.

Lands, Hotels and Buildings.—Hongkong Lands have been booked at \$126. Shanghai Lands have sellers at \$12.10 and Kowloon Lands can be obtained at \$4. West Points are quoted at \$55. Astor House Hotels have been sold and close in further request at \$27. Hongkong Hotels are inquired for at the improved rate of \$146. Hotel des Colonies have been fixed at \$18.10 and \$19.10 and are still wanted at the higher figure. Humphreys' Estate are in request at \$12.

Cotton Mills.—Ewos have improved and are asked for at \$15.50. Internationals have again been placed at \$15.45 and Laos-Kung-Mows have found purchasers at \$15.38. Soeychs have changed hands at \$15.25 and there are further buyers. Hongkong Cottons are offering at \$14.40.

Miscellaneous.—Green Island Cements are obtainable at \$28. A. S. Watsons can be placed at \$14 and Electrics are unaltered at last quotations. Shanghai Waterworks have advanced and are reported sold at \$140. Langkats have sellers at \$17.10 and the interim dividend of \$1.25 paid in Shanghai today.

FREIGHT.

In their circular of the 9th inst., Messrs. Lamke & Rogge remark:—The past fortnight has witnessed the announcement of a reconciliation between Japan and Russia; but the hopes, cherished in many quarters, that immediately on restoration of peace the recent profound depression in freights would be a thing of the past, were doomed to be disappointed. The political event referred to has tended towards an almost general strengthening of ideas on the part of owners; unfortunately, however, a uniform and material improvement on recent market conditions has by no means been created so far. There is at the close, it is true, a slight stir in the North, according to Shanghai advices, but the Southern market has as yet exhibited little change of any kind. The near-outlet future has, no doubt, in store a certain amount for disengaged tonnage in the shape of berth freights hence and from neighbouring ports to Vladivostok, as soon as the latter port is properly prepared for traffic, which does not appear to be the case yet. There will in all probability be some change in monthly basis for Russian account, but as far as Japan is concerned, the latter country has since the beginning of the war so extensively increased her mercantile fleet through purchases and captures in addition to building, that she will, through with the task before her of transporting back her troops, etc., consequently need to take recourse to fresh chartering on any large scale of foreign tonnage. This is anyhow the view quite lately expressed in certain circles supposed to be in the know.

Saigon to Hongkong.—Owing to a few sales effected lately to Japan and the everyday decreasing arrivals of paddy prices at Saigon are now, also, other above the parity of local values and business is at the moment quite impracticable. Early in the fortnight a boat accepted 12 cents per picul for paddy.

Saigon/Philippines.—A fixture at 74 cents, which is anything but a lucrative rate. Fresh demand is not likely to make its appearance before the end of this month.

The charter reported of a 3,000 tons steamer from Saigon to one port Japan; rate withheld. Another vessel of similar size is said to have been fixed in London on basis of about 29/50 cents per picul.

There was an occasional inquiry for a middle-sized vessel to load at Saigon for Java during October, but it ultimately came to naught.

Nothing has been doing in the chartering line from Bangkok and Java to this. In the latter direction some change for the better may be looked for a few weeks hence.

From Kebao to Shanghai and Hongkong to Singapore a settlement each is on record at \$2, and \$2.50 per ton, respectively.

With regard to coal freights from Japan markets are continuing to be in a bad state. Messrs. Holme Ringer & Co., Nagasaki, are writing in their latest circular as follows: "Work has been partially suspended in the coal districts, first by the Bon Festival holidays, and later by heavy rains flooding the mines. The output is consequently more restricted than ever, and prices have advanced about 5 per cent all round."

Two time charters are reported as per list overleaf, both representing extensions of previous engagements.

Sail Freights.—Nothing new.

Sail-transporting loading or to load.—For Baltimore and New York. British bark *Lawhill*, arrived 3rd June.

Disengaged.—German bark *Ecuador*, 2,193 tons. British bark *Andromed*, 1,762 tons. British ship *Combermere*, 1,800 tons. British ship *Edgith*, 2,069 tons.

Departures.—British ship *Transvaal*, September 4th, for Port Angeles. American ship *Churchill*, September 7th, for Astoria. British ship *Pass of Brander*, September 7th, for Port Townsend.

SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan and Co.'s share report are published on the 7th September:

Business was practically suspended by a terrific typhoon which swept over the settlements and caused incalculable losses to cargo stored in the various godowns. Wharf shares have consequently suffered a slight set back in rates, but the actual cost sustained by all the wharf companies is estimated under \$10,000. A reaction in quotation is certain immediately the true facts are brought to the notice of dealers and investors, meanwhile some operators are getting cheap shares. Interest, unfortunately, is high and there is a general want of confidence in native quarters, hence their reason for selling. Docks have receded to \$15.10 owing

to the difficulties of finance. Langkats advanced to \$15.10, but are on the wane. Vangieses have been disposed of in the North at \$17.10 at which rate more shares are obtainable.

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LOCAL AND GENERAL.

REGULATIONS for the collection of Crown rents in areas in the New Territories are printed in the *Gazette*.

The following telegram has been received from the Colonial Secretary, Straits Settlements.—Quarantine withdrawn.

DR. W. B. A. Moore has been appointed assistant surgeon in the Civil Medical Department, with effect from the 1st inst.

A TELEGRAM was received from H. B. M. Consul, Batavia, on Friday, that quarantine restrictions against Hongkong have been removed.

It is stated on good authority that the repairing of the damage done to the K.M.S. *Empire of Japan* in the recent typhoon will probably cost over \$100,000.—N. C. D. News.

On her last trip across from San Francisco, the steamer *Coptic* carried 124,500 gold, as treasure destined to Hongkong, of which \$20,000 was silver bullion and \$500 gold coin.

PERSONS in the Colony having claims to lay in respect of the sinking of the British steamship *St. Kilda*, are requested to send in such claims to the Colonial Secretary on or before the 20th inst.

THE *Chief Justice*, Sir Francis T. Pigott, is a passenger on board of the R.M.S. *Tartar* which left here on Wednesday for Vancouver. We understand that his Lordship is spending the vacation in Japan.

THE Colonial Secretary has received the following telegram, dated 13th inst., from H.B.M. Consul, Bangkok.—Medical inspection imposed on arrivals from Hongkong; vessels must go quarantine station Kuchipra.

MR. D. P. Griffith at present with the C. E. and M. Co. has been nominated to the post of Engineering Instruction, Chinese Railways, Tongshan. Mr. Montgomery, from Trinity College, Dublin, will be his assistant.

THE Governor has given directions for the rescission of the Proclamation No. 2 of 1905, declaring Tamsui in Formosa to be a port or a place at which an infectious or contagious disease prevails, and that the same is hereby rescinded.

DURING the typhoon which passed so near the Colony at the close of last month the velocity of the wind as recorded at Kowloon Observatory was 45.1 miles per hour. On the day following, the 31st ult., it was travelling at 25.4 miles per hour. The lowest reading of the barometer at the observatory was 29.37.

It is notified in the *Gazette* for the purposes of the Vicar-Apostolic of the Roman Catholic Church Incorporation Ordinance No. 4 of 1885, that the Right Reverend Dominic Pozzoni, Bishop of Tavia, has received documents appointing him to be Vicar-Apostolic of the Roman Catholic Church in Hongkong.

NOTICE is given in the *Gazette* that, whereas breaches of the covenants and conditions contained in Crown Leases have of late been of frequent occurrence, the Crown will in future, whenever such a breach occurs, strictly enforce the powers of re-entry and forfeiture reserved in the Crown Lease.

THE *A. C. D. News* hears with pleasure that the gallantry of the captain, officers, and crew of the str. *Allegro*, who rescued the crew of the foundering str. *Pechili*, during the heavy gale last Friday week, was to be marked by a presentation at the rooms of the Mercantile Marine Officers' Association on Saturday.

THE Governor of Chekiang has notified H.B.M.'s Consul that the agreement concerning the mining concession, arrived at between Kau and Mr. Ede, the representative of the Concessionaires will not be recognized, as the Board of Agriculture, Commerce and Industry have neither sanctioned same, nor affixed their official seal thereto.—*Shanghai Times*.

At the annual meeting of the Y.M.C.A. Football Club the following officers were elected: President, Mr. J. L. McPherson; secretary and treasurer, Mr. B. Bishop; captain Mr. A. Hamilton; and vice-captain, Mr. A. S. Kempthorne. A committee consisting of the officers and Messrs. W. L. Weiser and L. Je Breton was appointed to arrange the practices and matches.

We regret to have to announce the death of Mrs. Brazil, wife of Sergeant Brazil, of the Hongkong Police Force, which occurred at the Victoria Hospital on Thursday. Sergeant Brazil came back to this Colony in the beginning of January last from furlough at home, bringing with him a bride, whose loss he is now called upon to mourn. Mrs. Brazil was taken ill with a type of fever some time ago, and as she appeared to be making no progress towards recovery she was removed to the Victoria Hospital, where she gradually sank, until on Thursday she passed quietly away. Much sympathy is felt for the husband in his bereavement.

MR. F. Haver-17000, Consul-General for the Netherlands, writes informing us that ships or vessels, arriving in Netherlands-India from Hongkong are not longer subject to quarantine, the port of Hongkong being declared to be not longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands-India.

SUITS have been entered at Manila against Frederick O'Brien and the Manila Publishing Company, by E. M. Bachrach for 20,000 pesos and by J. H. Taylor for 10,000 pesos. They claim to have been libeled by articles in the *Colleenwee* which spoke of them as shylocks, "ten-percent-a-monthers" and usurers. The complaints in the suits were filed in the Court of First Instance on Thursday.

WONG-FUK is a 11-year old hawket. Yesterday going along Hollywood Road he got tired, and seeing a bench outside Fung Tak's restaurant, he annexed it and took it away to a sheltered place to have a rest. Fung discovered his missing "sitting board," and the result was that Wong got 12 strokes with the birch and was ordered to be detained in Police custody for 48 hours, the Magistrate not wishing to send such a small boy to gaol.

We have received from the American Presbyterian Mission Press, Shanghai, a copy of the 43rd chapter of the Three Kingdom Novel "The Logomachy," which Mr. John Steele has translated with copious notes, in order to meet the demand for a simple text-book which may be used by those whose studies in the Chinese written character are only beginning. The novel deals with the story of the struggle between the kingdoms of Wei, Shu and Wu, and covers the period from the middle of the second to the middle of the third century A.D. Students should have no difficulty in following the story as Mr. Steele has furnished a lengthy vocabulary together with biographical index and many useful notes.

THE *Eastern Daily Mail* was issued for the first time at Singapore on the 4th inst. and is undoubtedly justifying its existence as a purveyor of interesting and reliable news. What the *Daily Mail* is to both the classes and the masses of Great Britain so, say the management, will be the *E. D. M.* to the English-speaking peoples who live in this part of the world. The news printed is up-to-date, readily-written without padding, and served in a style that is certain to please. Mr. S. C. Penny is the general manager, and Mr. Arthur Howell, the editor, to both of whom we offer our congratulations on what they have accomplished, and our best wishes for continued success.

IN Summary Jurisdiction at the Supreme Court on Monday, the Puisne Judge, Mr. A. G. Wise, heard an action brought by Shi Yu Man against Cheung Sum Tin and the Tai Cheung Yow Kai for the recovery of \$344.14, being money due on two promissory notes. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and defendants, who were not present, were not represented. It was stated that in February last, \$3000 was advanced to defendants on a promissory note, and in the month following another \$1000 was lent. Altogether \$1,400 of these amounts had been repaid and the suit was brought in respect of the balance. Judgment was given for plaintiff with costs.

AT 11 p.m. on Sunday the fire bell and whistle alarms again rang out, denoting the outbreak of another fire, this time in Wing Lok Street, No. 133, a vermicide shop, here, fortunately, owing to the nature of the goods stored the damage, in the sense of loss, was but slight. The Fire Brigade, under Chief Inspector Baker, turned out and soon got to the scene, and having a plentiful supply of water, quickly had the flames under, as on account of the character of the contents of the place there was but little of an inflammable nature for the flames to feed upon. The place was believed to be insured for the sum of \$15,000, but as the master could not be found the actual extent of the insurance, as well as of the damage, could not be definitely ascertained.

THE trial was fixed to take place on Saturday morning of Sunda Singh and Sham Singh, two Sikhs who are indicted for the attempted murder of two other Sikhs. The jury were bidden attend Court at the unusually early hour of nine, but the typhoon, says the *N. C. D. News* of the 4th inst., which was a severe one for many interruptions to business, made it impossible for the principal witnesses to come over from the Pootung side at that time. After waiting three-quarters of an hour, the Lordship sent in this morning, who in those pending the trial till the jury must attend again at ten o'clock. The witnesses arrived, as it happened, before all had left the Court; but it was too late then to change the decision.

AT about 1.45 p.m. on Tuesday, those on board the steamers in the Canton River, saw issuing from the back of the Shamenee smoke and flames which quickly developed into a huge conflagration, dense volumes of smoke and tongues of flame rising high above the houses in that settlement. It was then learnt that an outbreak had occurred in the Ha Chan Tong, peopled for the most part by singing girls and tea-housekeepers. It was roughly estimated that nearly 100 houses were damaged, some being entirely burned down. The cause of the fire could not be ascertained, but it originated in a maid where it was believed some cooking was being done by coals.

MESSRS. L. Moore & Co., auctioneers, conducted an important sale of property at their sale rooms, Kiangse Road, Shanghai, on Saturday. There was a fairly good number of both foreign and Chinese investors present. The property is that known as the Soy Lun Silk Filature Co., Ltd., situated at No. 23, Miller Road, Hongkong, and consisting of about 15 mow of land, the main Filature building, godown, manager's house and Chinese buildings, the machinery and plant, contained therein and the plant and accessories at three drying stations near Woonzie. The property was the first and only bid, and the property was bought by Messrs. Arnold, Karberg and Co., Kiangse Road.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective Banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, Limited,	\$3,508,211	\$2,200,000
Hongkong and Shanghai Banking Corporation,	12,975,718	8,500,000
National Bank of China, Limited,	87,409	70,000
Total,	\$16,571,338	\$10,770,000

MONEY due for board and lodging, guaranteed by In Kwai Sang, and amounting to \$247.90, was recovered in the Summary Court on Monday by Tsoi Chik Nam to whom it was owing by Chan Lai Yu. In Kwai Sang guaranteed the amount and was therefore sued. Mr. O. D. Thomson represented plaintiff, and Mr. R. A. Harding appeared for defendant. It was announced that the defendant would consent to judgment, and His Honour the Puisne Judge entered same accordingly.

ON Friday "His Excellency the Governor, at home" to the children of the soldiers of the Garrison, at Mountain Lodge, Peak, the parents of the children being also invited. The total number of acceptances being 160. The beautiful grounds surrounding the house were entirely given up for games, and in special marquees erected on the lawns all kinds of good things were provided for the guests, young and old. Races were run for prizes, and things so managed that each child present received a souvenir of what to them must have been a very delightful time. His Excellency, assisted by his A. D. C., Captain Arb. Annot-Leslie, and Mr. A. D. B. Ponsonby, Private Secretary, was, as usual, indefatigable in looking after the welfare and comfort of his guests.

THE *Yellow Dragon* for August, which is now to hand, is the first number of volume seven of this interesting Queen's College publication. The head master's address on "break-up day" is published in full and as it contains many instructive suggestions, should be read and read by the scholars. One of the old pupils, Hung Hing Kum, who is now studying in London, has written a lengthy letter to a master, in the course of which he expresses the opinion that, after what he has seen of English Public Schools, Queen's College, with its ever-increasing number of boys, is hopelessly behind, so far as sport is concerned. He does not wish to advocate sport to the detriment of the school work of the boys, but considers that, as at present, the lack of physical exercise amongst the greater bulk of the Chinese boys is most deplorable.

THE Commercial Agent for New South Wales in the East, when writing recently to the Minister for Mines and Agriculture, Sydney, refers to his previous communications regarding the trade of Shanghai and more northern parts of China. He says 50 per cent. of the trade of China is done at the port of Shanghai, and so rapidly is the trade increasing that the Americans make it a part of call for nearly all their steamers. The products supplied from America are the same as could be supplied from New South Wales. Local merchants complain of having to transship goods at Hongkong for the northern port. Shanghai has a larger European population than Hongkong, and is rapidly overtaking the latter as a great distributing centre, and Mr. Sutor says too much attention cannot be given to opening up direct communication with the port.

THE Minister for Agriculture, Sydney has received a communication from Mr. Sutor, the Commercial Agent for New South Wales in the East, in reference to the prospects of a market for Australian furs in Japan. Mr. Sutor states that although certain firms may have purchased some of our furs, there is evidence that they are practically unknown in Japan. To give an idea of the insignificance of Australia's share in this trade the following figures are quoted:—Total imports from Australia, 1904 £91,507, 903 £53,999, 1902 £5,995. From Australia, 1904 £50,193 £78,1902 £43. The Commercial Agent states that of course any purchases made in Sydney are not placed on exhibition, and as he considers our furs have not been properly introduced to probable consumers, he would be glad if he were afforded an opportunity of doing something in this direction by exporters forwarding samples of furs and skins for exhibition at the Commercial Museum at Osaka.

A CASE that came up before Mr. G. N. Orme at the Magistracy should be of considerable interest to Kowloonites, in view of the many complaints recently made of the malodorous condition of the streets owing to the promiscuous dumping of household refuse and decaying vegetable matter, which is allowed to lie in the gutters and give out very offensive smells. The case brought this morning is, we understand, the first of a series in a campaign against this casual use of residential localities as dumping grounds for all and sundry rubbish and refuse. In this case Inspector Lyons caught a house-boy, employed in Carnarvon Road, in the act of dumping a quantity of offensive household rubbish at the corner of the road, and immediately proceeded against him, with the result that the boy was fined \$4 or seven days. As this campaign is to be vigorously carried on, Kowloon residents should keep an eye on their servants, otherwise the latter may be getting into trouble.

THE following appears in the Association Bulletin, published weekly by the European department of the Young Men's Christian Association, of Hongkong:—There are many men in this Colony who might be enjoying the privileges of the Y. M. C. A., but whose attention, it may be, has never been directed to ward them. New men

Shipping.

Vessels in Port.

Steamers.			
Vessel	From	Agents	Due
Amigo, Ger. s.s., 321, I. Iversen, 14th Sept.—	Holbohm 13th Sept., Gen.—J. & Co.		
Andalusia, Ger. s.s., 3477, M. Filler, 13th Sept.—	Hamburg via Penang and Singapore 8th Sept., Gen.—H. A. L.		
Blackheath, Br. s.s., 1719, W. T. Sherborne, 15th Sept.—	Sourabaya and Probolinggo 3rd Sept., Sugar.—D. & Co., Ltd.		
Bourbon, Fr. s.s., 997, Ch. Staco, 7th Sept.—	Saigon 3rd Sept., Gen.—Wo Fat.		
Bullmouth, Br. s.s., 2067, I. P. Welch, 15th Sept.—	Taku Bar 9th Sept., Ballast.—A. K. & Co.		
Catherine Apar, Br. s.s., 1730, A. Stewart, 11th Sept.—	Singapore 5th Sept., Gen.—D. S. & Co., Ltd.		
Chowfa, Ger. s.s., 1055, F. Spiesen, 16th Sept.—	Bangkok 9th Sept., Rice and Gen.—B. & S.		
Clara Jacobsen, Ger. s.s., 1703, F. Bendixen, 13th Sept.—	Saigon 12th Sept., Gen.—O. S. K.		
Clavering, Br. s.s., 2151, D. Barton, 6th Sept.—	Salina Cruz 31st Aug., Ballast.—C. C. S. S. Co.		
Derwent, Br. s.s., 1652, J. Jenkins, 6th Sept.—	Samarang 27th Aug., Sugar.—Man Fat & Co.		
Diomed, Br. s.s., 3001, J. Young, 15th Sept.—	Liverpool via Ports 6th Aug., and Singapore 10th Sept., Gen.—B. & S.		
Empress of Japan, Br. s.s., 594, Henry Pybus, R.N.R., 6th Sept.—	Vancouver 14th Aug., and Shanghai 4th Sept., Mails and Gen.—C. P. R. Co.		
Elizabeth Rickmers, Ger. s.s., 997, G. Götsche, 12th Sept.—	Bangkok 5th Sept., Rice.—B. & S.		
Esdaile, Br. s.s., 1935, G. W. Duff, 16th Sept.—	Rangoon 3rd Sept., Rice.—D. & Co., Ltd.		
Fri, Nor. s.s., 860, N. Andersen, 26th Aug.—	Haiphong 23rd Aug., Gen.—Asgaard, Thoresen & Co.		
Germania, Ger. s.s., 1714, T. Petersen, 13th Sept.—	Holbohm 12th Sept., Gen.—J. & Co.		
Haitan, Br. s.s., 1183, J. S. Roach, 16th Sept.—	Foochow 13th Sept., Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.		
Helene Menzell, Ger. s.s., 984, K. Auer, 6th Sept.—	Karatsu 29th Aug., Coal.—Order.		
Hohentain, Ger. s.s., 1275, H. Hamer, 13th Sept.—	Moji 7th Sept., Coals.—M. B. K. Holstein, Ger. s.s., 883, A. Niejahr, 8th Sept.—	Tsingtau 31st Aug., Coals.—J. & Co.	
Hongkong, Fr. s.s., 800, A. Suzzoni, 16th Sept.—	Holbohm 15th Sept., Gen.—A. R. M.		
Hopson, Br. s.s., 1359, J. M. Hay, 10th Sept.—	Probolingo 1st Sept., Sugar.—J. M. & Co.		
Indravelli, Br. s.s., 3768, S. Collington, 14th Sept.—	Chinwantao and Chefoo 8th Sept., Ballast.—G. L. & Co.		
Johanna, Ger. s.s., 932, Island, 7th Sept.—	Bangkok 31st Aug., Rice.—J. & Co.		
Lyra, Am. s.s., 3516, G. V. Williams, 11th Sept.—	Manila, P.I. 9th Sept., Hemp and Gen.—D. & Co., Ltd.		
Mauwang, Br. s.s., 1644, R. Houghton, 4th Sept.—	Sandakan 29th Aug., Gen.—J. M. & Co.		
Merionethshire, Br. s.s., 1950, C. H. Burch, 14th Sept.—	Moji 8th Sept., Coal.—S. T. & Co.		
Nanshan, Br. s.s., 1499, A. W. Brynall, 14th Sept.—	Saigon 10th Sept., Gen.—B. & Co.		
Pekin, Br. s.s., 3957, W. R. Le Mare, R.N.R., 16th Sept.—	Moji 10th Sept., Gen. and Coal.—F. O. S. N. Co.		
Phu Naug, Ger. s.s., 1021, F. v. Mangelsdorff, 12th Sept.—	Kobischang 6th Sept., Rice.—B. & S.		
Pouape, Ger. s.s., 125, H. Martens, 6th Sept.—	Ponape (Caroline Islands) 13th Aug., Ballast.—German Consul.		
Shaohsing, Br. s.s., 1307, F. D. Northcombe, 16th Sept.—	Canton 16th Sept., Gen.—B. & S.		
Siberia, Am. s.s., 5655, J. T. Smith, 12th Sept.—	San Francisco and Ports 16th Aug., Mails and Gen.—P. M. S. S. Co.		
Tean, Br. s.s., 1346, W. B. Brown, 15th Sept.—	Manila 12th Sept., Gen.—B. & S.		

Sailing Vessels.

Vessel	From	Agents	Due
Churchill, Am. 4-masted s.s., 600, Huffman, 27th Aug.—	Haiphong 23rd Aug., Ballast.—Master.		
Combermen, Br. ship, 1686, C. G. Dixener, 5th Sept.—	New York 14th June, Case Oil.—S. O. Co.		
Ecuador, Ger. 4-masted ship, 2193, O. Dickmann, 2nd Sept.—	New York 19th May, Paraffine.—Order.		

Steamers Expected.

Vessel	From	Agents	Due
Silesia	Singapore	S. W. & Co.	Sept. 17
Chingtu	P. Darwin	B. & S.	Sept. 18
Calithness	Bombay	N. Y. K.	Sept. 18
Flintshire	Manila	S. T. & Co.	Sept. 18
Willehad	Moji	M. & Co.	Sept. 19
Dardanus	Singapore	B. & S.	Sept. 19
Yochow	Shanghai	B. & S.	Sept. 19
Caledonia	Singapore	M. M. & Co.	Sept. 20
Namsang	Singapore	P. & O. Co.	Sept. 21
Obusan	Singapore	P. & O. Co.	Sept. 21
Emp. of China	Vancouver	C. P. R. Co.	Sept. 26
Mongolia	Japan	P. M. Co.	Sept. 26

Ships Passed The Canal.

Ship	From	Agents	Due
Outward—4th August—Agamemnon	12th August—		
Longor	15th August—Glenhurst		
Kaisow	18th August—Redhill, Flintshire		
22nd August—Sophie Rickmers, Ohio, Nelly, Bayern, Diomed, Jaurigbarry	25th August—		
Caledonia	29th August—Glaucus, Hector		
30th August—Benvenue, Howick Hall, Palma, Glemak, Ghazal	1st September—Ching Wo, Segovia, Tydus, Bernisa, Food Sang, Iran		
5th September—Formosa, Serbia	8th September—Ajar, Kintuck, Chailham, Senegambila, Manningtree		
12th September—Bendalor, Dardanus, Glenloch, Kouang Si, Oceanian, Prince Heinrich, Thierina			
Homeward—4th August—Pera, Silesia	15th August—Sikh		
22nd August—Oanfa	30th August—Brigavola		
Arrivals at Home—4th August—Banfu	9th August—Darmstadt		
15th August—C. Ford	18th August—Ping Suey, Stam		
22nd August—Montica, Yunnan, Sagami	25th August—Annam		
30th August—Palermo	30th August—Sachsen		
1st September—Glenhurst	4th September—Java		
5th September—Nippon, Tourane, Benlomon	8th September—Hyon, El Kanara, Montrose, Schamhorst, Tonkin		
12th September—Sithonia			

Barometer	Sept. 15 at 10 a.m.	Sept. 15 at 4 p.m.
Barometer	29.86	29.76
Temperature	85	84
Humidity	72	73
Rainfall	—	—

Intimation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Coochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

At each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at.

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road, Hongkong.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE CURRENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000 }	\$1,704,728	{ £1 15/- @ exchange 1/10 = \$18.66 67/100 for first half-year 1905	5 1/2 %	{ \$900 buyers London 490 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903 .....	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2 %	\$335 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$111,992 \$363,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2 %	\$80 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$372,749 \$893,110 \$846,773 }	\$2,078,997	\$35 for 1903	4 1/2 %	\$775 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,850 \$1,000,000 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,241 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$336 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$185,000 \$85,419 \$250,000 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$600,000 \$145,376 \$120,000 }	\$8,064	\$1 for first half-year 1905	7 1/2 %	\$26 1/2 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ \$241,150 \$1,999 }	£4,435	12/- @ 1/10 = \$6.29 51 for 1904	6 1/2 %	\$93 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Interim of Tls. 2 for 1905	7 1/2 %	Tls. 58 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 400,000	Tls. 43,762	{ Interim of Tls. 14 for 1905	7 1/2 %	Tls. 48 1/2 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$4,116 \$65,000 }	\$58,832	{ Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	21/- buyers
"Star" Ferry Company, Limited	{ 10,000 10,000 }	{ \$10 \$10 }	{ \$10 \$5 }	{ \$65,000 \$24,217 \$400,000 }	\$929	{ \$1.80 \$0.90 } for year ending 30.4.1905	{ 5 1/2 % 3 1/2 % }	{ \$33 sellers \$25 sellers
Straits Steamship Company, Limited	5,000	100	\$100	{ \$21,725 \$130,153 Tls. 98,000 }	\$21,231	\$10 for 1904	6 1/2 %	\$142 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 19,479 Tls. 28,000 Tls. 81,200 }	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$400,000 \$100,000 }	\$42,812	Interim of \$10 for 1905	10 1/2 %	\$210 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897 .....	...	\$17 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 \$12,289 }	£7,820	Interim of 1/- (No. 4) .....	...	Tls. 8 buyers
Oriental Consolidated Mining Company, Limited ...	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5) ..	...	G \$19
Raub Australian Gold Mining Company, Limited {	150,000 50,000	£1 £1	18/10 £1	{ none £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5 ..	9 1/2 %	Tls. 140 buyers
Fenwick (Geo.) & Co., Limited	{ 6,000 12,000 }	\$25	\$25	{ \$70,000 \$250,000 \$18,273 \$300,000 }	\$8,577	{ \$3.75 for 1904 on old capital	7 1/2 %	\$27 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$250,000 \$18,273 \$300,000 }	\$29,423	Interim of \$2 1/2 for 1905	5 %	\$101 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$41,500	\$501,331	\$6 for first half-year 1904	6 1/2 %	\$194 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$480	\$1 1/2 for 1903	7 %	\$17 sellers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 59,880 }	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 186 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904 ..	6 1/2 %	\$400 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 192 1/2 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ \$14,516 Tls. 34,000 }	\$9,028	\$3 1/2 for year ended 30.6.1905	9 1/2 %	\$27 buyers
Astor House Hotel, Limited (Tientsin)	1,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,502	{ Final of 60 cents making \$1.80 for 1904 ..	10 %	\$18 sales
Do. (Founders)	123	\$15	\$12			None .....	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			Preferential of 7 per cent for 1904	7 %	\$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$31,687 }	\$10,126	\$5 for first half-year 1905	7 %	\$146 buyers
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$126
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 20,000	Tls. 7,204	Tls. 2 1/2 for year ending 31.3.1905	13 1/2 %	Tls. 191 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$3 1/2 .....	...	\$105
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$50,000 none }	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 1/2 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,100	Tls. 725	Interim of Tls. 3 for 1905	6 %	Tls. 127 1/2 buyers
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None .....	...	Tls. 12
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 %	Tls. 52 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	123,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$14 1/2 sellers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 31,679 }	Tls. 13,629	Interim of 3 1/2 a/c 1898 .....	...	Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898 .....	...	Tls. 58 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,000	Tls. 22,050	4 % for 1897 .....	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year .....	...	\$115 sellers
Bell's Asbestos Easterns Agency, Limited	8,604	12/6	12/6	{ none £14 }	£770	1/3 per share for 1904	9 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$5 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$11 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None .....	...	\$10
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$30,000 none }	\$1,581	80 cents for 1904	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$400,000	...	\$1 1/2 for year ending 31.7.1903 .....	...	\$17 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$500,000	\$95,954	\$2 for 1904	7 %	\$28
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$1 1/2 making \$9 1/2	9 1/2 %	\$27 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,000 }	£8,188	£1 div. and 3/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$2,151	{ \$1.00 } for year ending 30.4.1905	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$500,000 \$50,000 }	\$2,796	\$1 1/2 for year ending 30.11.1904	7 1/2 %	\$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	Interim of \$4 for 1905	7 1/2 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$12,137	\$10 for 1904	7 1/2 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	...	Interim of 50 cents 30.9.04	13 1/2 %	\$14
Lang, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$9 making \$14 for 1904	9 1/2 %	\$145 sales
Maatschappij tot Mijn- & Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,310 Tls. 19,645 }	Tls. 35,849	{ 3rd quarterly of Tls. 2 1/2 paid 15.9.05 mak- ing 10 for Tls. 15 for 1905 .....	...	Tls. 177 1/2 ex div.
Morden, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	\$1 1/2 for 1903 .....	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	None	Dr. \$5,537	First year .....	...	\$9
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 115,000 Tls. 108,172 }	Tls. 8,011	None .....	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 115,000	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 122 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	7 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 35,000	Tls. 6,968	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 35,000 }	Tls. 1,297	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 440 sales
South China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$5,068	None .....	...	\$20
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	7 1/2 %	\$8
Strait Ice Company, Limited	2,000	\$100	\$100	\$50,000	\$700	\$5 for 1905 .....	...	\$500
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5 ..	7 %	T.Tls. 125 sellers
United Asbestor Oriental Agency, Limited	9,000	\$10	\$10	{ \$30,000 \$25,000 }	\$551	{ 80 cents } for year ending 31.5.1905	9 %	\$0 buyers
Do. (Founders)	100	\$10	\$10			{ \$19.80 }	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$30,000 \$25,000 }	\$6,096	Final of 50 cents making \$1 for 1904	7 1/2 %	\$14 buyers
William Powell, Limited	{ 12,000 3,000 }	\$10	\$10	\$3,000	\$588	{ Interim of 50 cents for year 1904/1905 ..	10 1/2 %	\$11 1/2 buyers
						First year .....	...	\$100